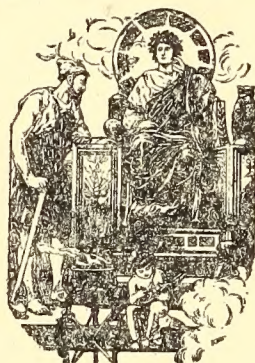


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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

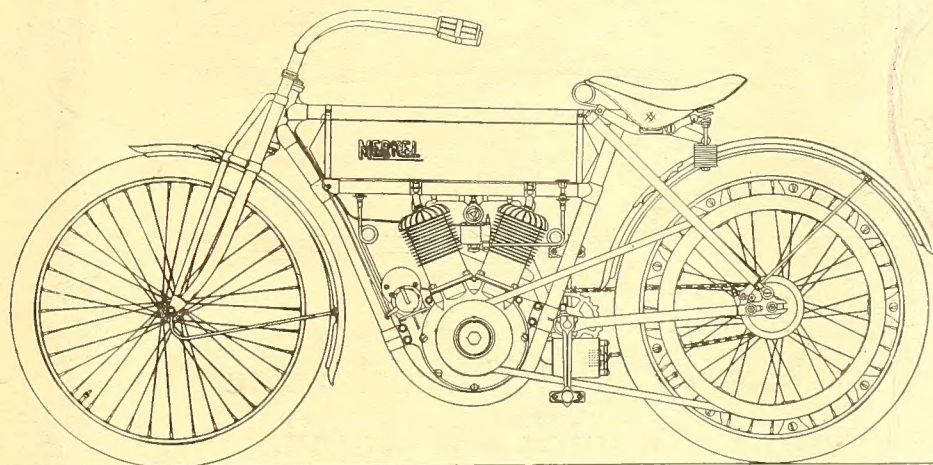
Vol. LIX.
No. 1.

New York, N. Y., Saturday, March 27, 1909

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The Discriminating Intending Purchaser

of a belt driven machine who seeks full value for his money will find it a difficult matter to select other than a



MERKEL MOTORCYCLE

Not only is it a time tried and proven machine, but no other incorporates so many and so useful features. Think of a self-contained double bar spring frame, and a self-contained girder spring fork absolutely devoid of sideplay; of a ball bearing, self-lubricating motor; of an adjustable change-speed pulley; of a magneto driven by ball bearing gears; of a coaster band brake, to mention but some of its principal features. The whole machine bristles with advanced ideas; and nowhere else are they obtainable. In other words, the Merkel contains everything meritorious that is contained in all other machines and a whole lot more than can be obtained in any other. It therefore stands not merely as full value, but as extraordinary value for the price asked.

And if it is a chain machine that is preferred, we are in position to supply one also—the

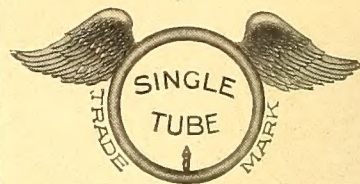
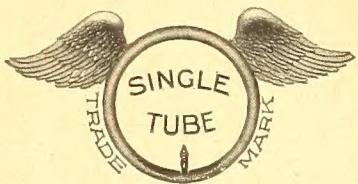
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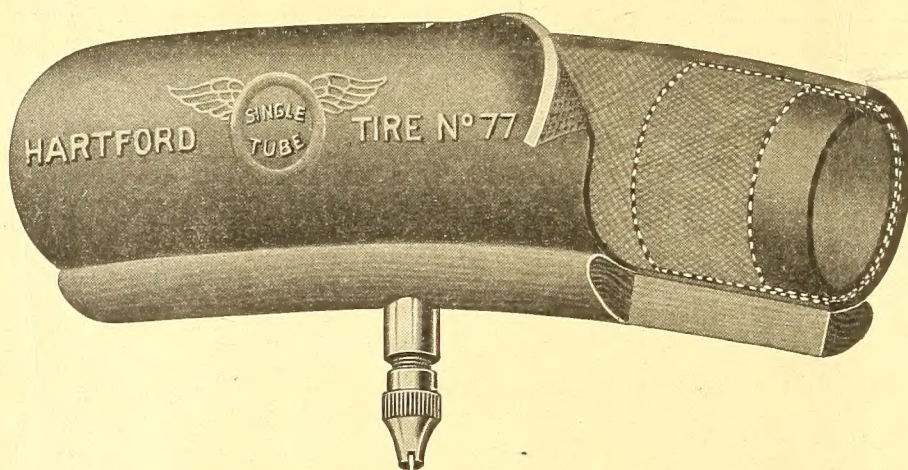


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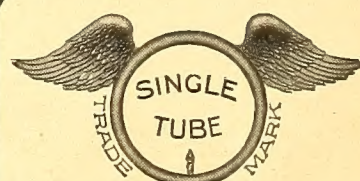
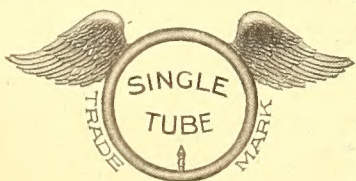
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which means that the
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who has not laid in his stock of

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Long years of experience have proven that no tires give greater satisfaction or offer so much value for the money.

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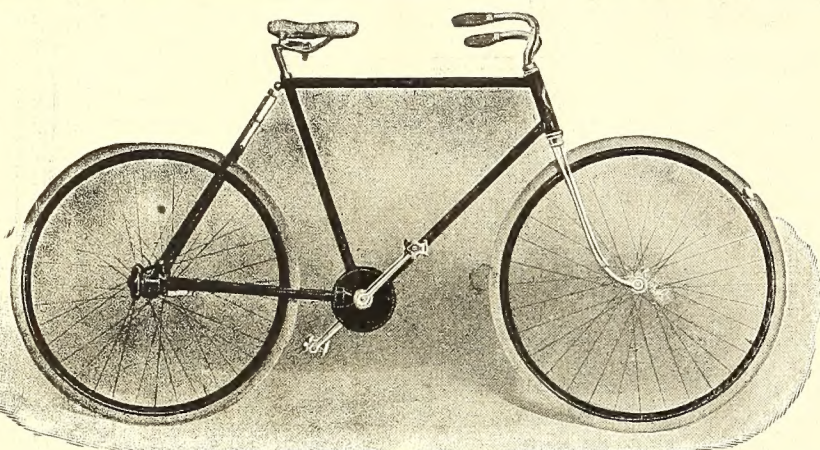
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also available the dealer and repairman are in position to bid for that trade with the same assurance of giving unstinted satisfaction.

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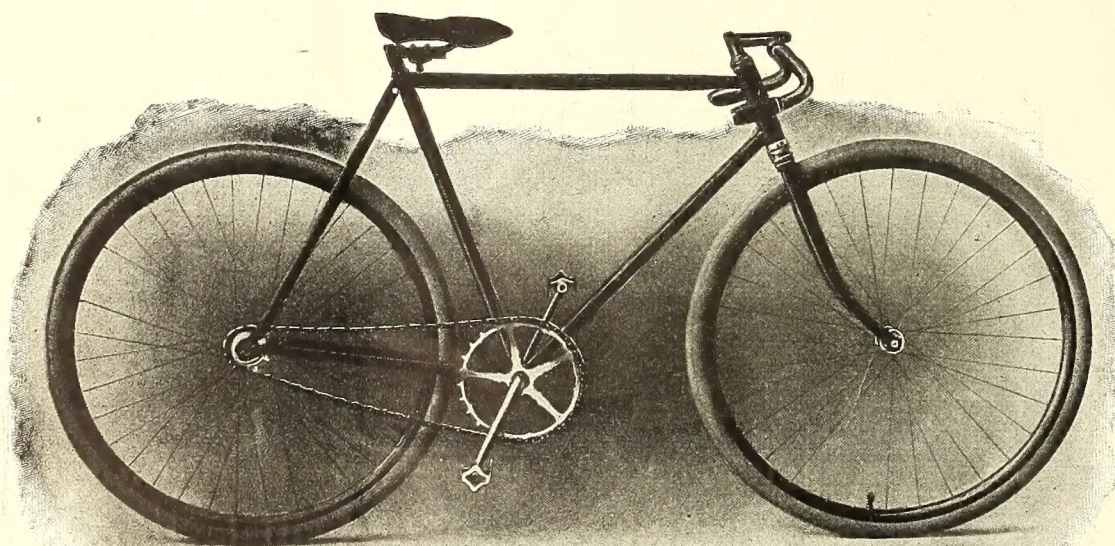
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No Dealer Who Is In the Bicycle Business to Stay and Make Money



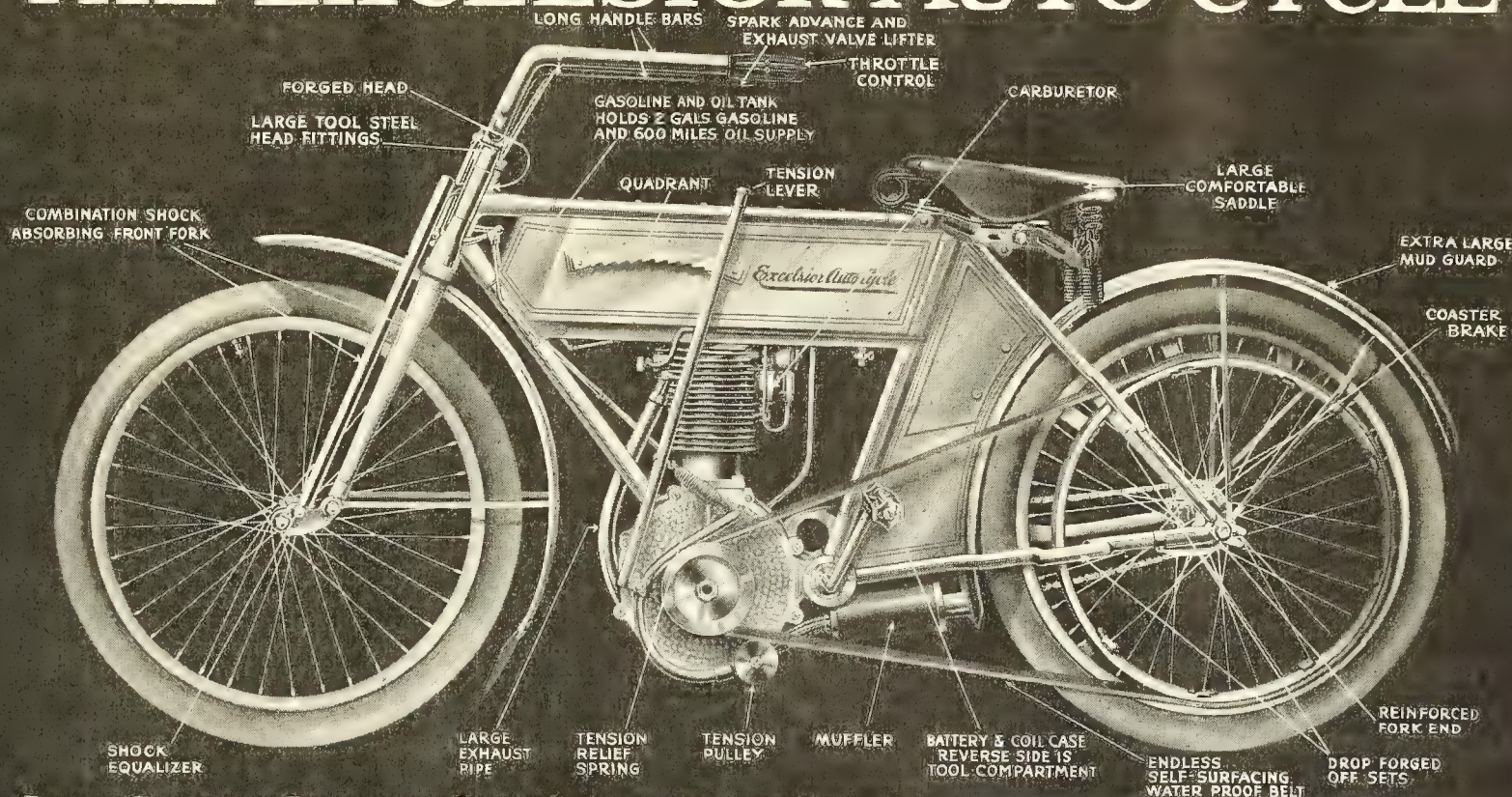
(and none can long stay in it unless he does make money) can afford not to obtain our

AGENCY TERMS

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LOW SADDLE POSITION-LONG WHEEL BASE-LOW DISPOSITION OF WEIGHT

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 - AN **ACCESSIBLE MACHINE**, in which all parts may be reached with the least possible interference with any other part, and the wheels removed without interference with mud guards or other accessories.
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 - A **MACHINE THAT IS SOLD AT A FIXED AND INVARIABLE PRICE** by established dealers only, thereby protecting the buyer from depreciation in value through price-cutting by overstocked dealers or curbstone brokers.
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EXCELSIOR SUPPLY CO., 233-237 Randolph St., Chicago, Ill.

ESTABLISHED 1876

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**AS RELATED BY
POPE DEALERS**

"HAVE SOLD THOUSANDS OF TRIBUNES."

Denver, Colo., Feb. 18, 1909.

We are most pleased to state that we have been Denver agents for the Tribune bicycles continuously for the last 16 years, having during this time sold most all makes of high grade bicycles. We found that no other make of bicycle gave the satisfaction to either the dealer or the rider as did the Tribune, as the bearings, frame and sprockets used in the manufacture of Tribune bicycles prove to be far superior and more satisfactory than those of other manufacturers. We are, therefore, most pleased to recommend them to either the dealer or the rider. As we have sold a great many thousand Tribune bicycles, we are in a position to honestly and without any partiality give the above recommendation.

Yours truly,

THE GEO. MAYER HDWE CO.

"HAS BEEN RIDDEN 10,000 MILES."

Trenton, N. J., Mar. 26, 1908.

It may be of interest to you to know that my Cleveland bicycle has given excellent satisfaction. It has been ridden

fully 10,000 miles. The crank hanger bearings on this wheel have never been opened, but the bearings apparently run as well as they ever did.

Yours very truly,

W. S. BENSON.

"CLEVELANDS HAVE MANY FRIENDS."

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The Cleveland have been thoroughly satisfactory. We have handled Cleveland machines for 15 years without interruption, and they have many friends in our territory.

Yours truly,

S. S. PARMELEE COMPANY.

"AN IMPERIAL DEALER FOR FIFTEEN YEARS."

Haverhill, Mass., Feb. 4, 1909.

I have sold Imperial bicycles for the last fifteen years, and don't know of any bicycle I could change for and get the same satisfaction I have from selling Imperials.

Yours truly,

H. R. SAWYER.

"CRESCENTS GIVE UNIVERSAL SATISFACTION."

Las Vegas, N. M., Feb. 11, 1909.

We have sold Crescent Bicycles for 10 years ever since we are in the hardware business. We like this line for the reason that after a bicycle of your make is sold we are through with it. We are too busy with our other lines to give much, if any attention to riders, and am pleased to say we are never bothered for the reason that they universally give satisfaction.

Yours very truly,

LUDWIG WM. ILFELD.

"HONEST QUALITY, FINE STYLE, AND VALUE RECEIVED."

Indianapolis, March 2, 1909.

In regard to the excellent quality and style of the Imperial bicycles which we have sold for about a quarter of a century, to sum up, our many customers' and our views—you have continued all these years to give honest quality, fine style, and value received to those who use these standard makes. We wish you, "the pioneers" in the business, success.

With kindest regards.

Very truly,

GEO. C. DETCH WHEEL CO.

THE POPE MANUFACTURING CO., Hartford, Conn.

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

STANDARD RUBBER PEDALS

SAGER TOE CLIPS

CYCLE AND MOTORCYCLE TYPES

BREECH-BLOCK SPARK PLUGS

ALL are necessities; all all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

■
QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

The Pathfinder

"A customer said to me, 'I have tried every tire recommended to me and have about given up riding a bicycle.'"

"I asked him what kind of roads he traveled."

"He said, 'Every kind and about fifteen miles a day.'"

"I handed him a pair of Goodyear Pathfinders and he said, 'Do you think these soft, pliable tires would be of any use to me?' I was certain they would. He purchased a pair and I did not see him again for six months. 'How did you come out with that pair of Pathfinders?' I asked."

"'Why,' he replied, 'I had entirely forgotten that I had any tires on my bicycle.'"

E. BRITTON, Manager
Niagara Cataract Cycle Works.

The Goodyear Pathfinder is the bicycle tire that is making business—and making money—for live dealers all over the country. We have more than 300 agents—one to a town—who tell us the Pathfinder is far and away the most popular tire they ever handled.

Write for our special Pathfinder Tire proposition. If we are not represented in your town this is a chance for you. You can't fail to get the trade on the Pathfinder. It is the easiest riding tire—the most durable tire—the tire that can be repaired—at a moderate price. Riders take to it enthusiastically. Every purchaser becomes an advertiser for you. Write today.

TO BIG TIRE BUSINESS

These tires have become famous because they are not only very resilient and easy riding—but durable as well. They last.

The trouble with most bicycle tires is that they are not both easy and long-lived. If they are resilient enough to ride comfortably they soon wear out, and if they are strong enough to last they are so hard to be practically solid tires.

In the Pathfinder Tires only the best materials are used. That is why they last—but—

To this wearing strength we also unite by the Special Goodyear construction easy riding quality called "Resiliency."

Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian, of special close weave, which, while very pliable, is of great strength.

Notice the Pathfinder Tire's cover. There's a cover that will be good and strong when others have been worn out and thrown away.

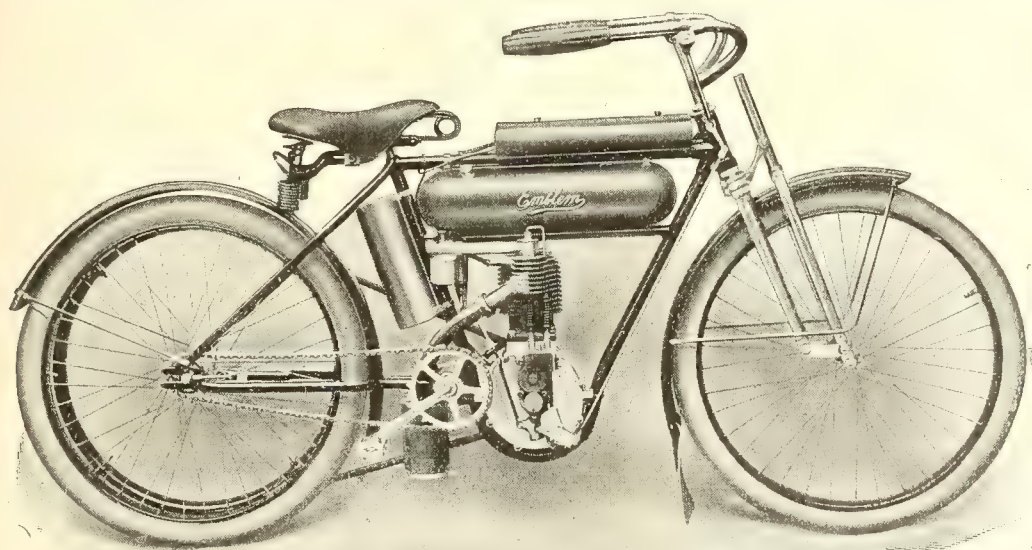
Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our patented process which preserves the resiliency while giving the most stubborn resistance to wear. The rim side of the Pathfinder is pebbled so as to give the rim cement a tight grip and thus prevent creeping. You can repair the Pathfinder Tire. This is another great feature of economy. Many bicycle tires cannot be repaired; when they begin to "go" they are done for. See for yourself. Ask us for a sample section. The Pathfinder is made in sizes 28x1¼, 28x1½, 28x1¾, 28x1⅞. Address—

The Goodyear Tire and Rubber Co., Moal Street, Akron, Ohio

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PRODUCT OF
CO-OPERATIVE LABOR



3½ H.P. BELT DRIVE

SPRING FORK Price \$175

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BALL BEARING MOTORS
OF OUR OWN MAKE

TRIANGULAR
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EMBLEM SPRING FORK

Makes Riding Enjoyable

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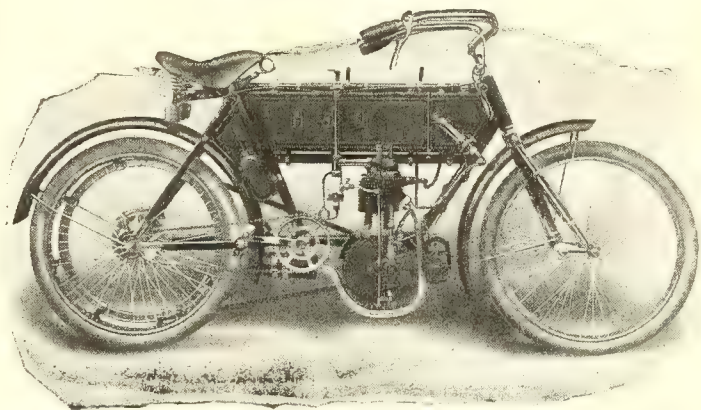
EMBLEM MFG. COMPANY, Angola, N.Y., U.S.A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

NOT

HOW CHEAP But HOW GOOD

is the proper question for you to ask yourself when you are considering your new motorcycle.



3½ H. P. SINGLE CYL. STANDARD TOURING MODEL

THE N. S. U. motorcycles are absolutely the best value for the money ever offered to the American public. Perfect reliability of each and every part, giving as a whole

**THE MOST PERFECT MACHINE
ON THE MARKET**

NSU

The Mercedes of Motorcycles

will go anywhere at any time *smoothly, swiftly, safely* and withstand the pounding of long, continuous riding over rough roads, better than any motorcycle made.

PROOF

IN THE N. Y. M. C. QUARTERLY TRIALS

Class A (N. S. U. 3 3-4 H. P. Single Cylinder F. A. M. Model) **WINS**

Class B (N. S. U. 6 H. P. Twin Cylinder Standard Touring Model) **WINS**

TWO GOLD MEDALS

Also the Highest Award in the F. A. M. Endurance Contest of 1908.

That's the Machine You Want.

Immediate Deliveries. Catalogue "B" awaits your request.

N. S. U. MOTOR COMPANY

206 West 76th Street, New York City

If you consider quality and appearance of any importance always specify

STANDARD BICYCLE AND MOTORCYCLE RIMS

Bicycle—G & J Clincher, Rolled Edge Crescent, Drop Center. Motorcycle—G & J Clincher.

MUD GUARDS FORK SIDES
REAR FORKS REAR STAYS
SEAT POSTS
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Frame Tubing, Etc.

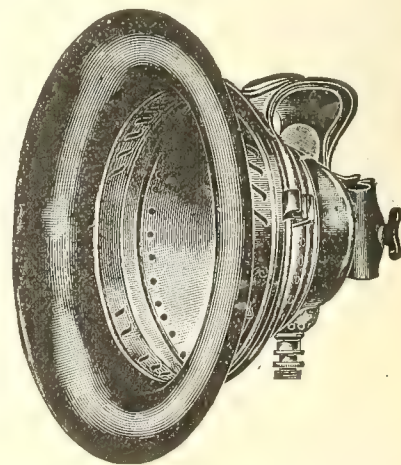
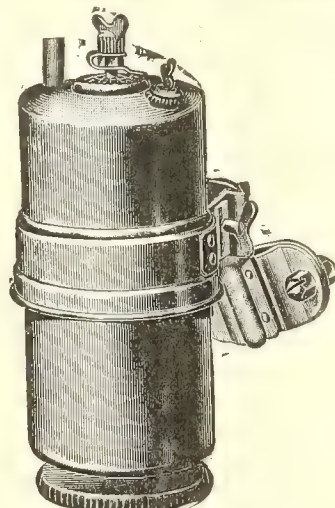
Estimates gladly furnished upon request. Prompt deliveries can be made.

THE STANDARD WELDING CO.
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It's the Man Who Rides Who Knows

that the best lamps are none too good for motorcycles.

Our lamps, the result of long experience and expert workmanship, ARE THE BEST, and we are sure your opinion will be the same after you have tried them.



This is set 55 A and B, consisting of Lamp and Generator. Price, \$6.50.

THE MOTOR CAR EQUIPMENT CO.

1727 Broadway NEW YORK 55 Warren St.
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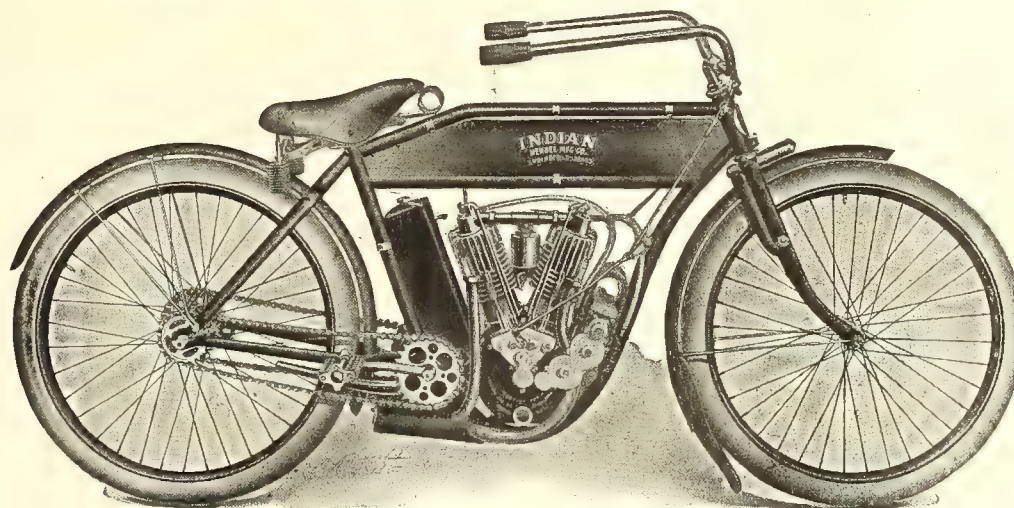
MORE WORLD'S RECORDS

—have been made by—

THE INDIAN

than by any other machine in the world

**4 NEW PROFESSIONAL RECORDS
3 NEW AMATEUR RECORDS
Made Already This Year**



And It Made All the Records Last Year

It has won every F. A. M. championship since the beginning, **AND EVERYTHING ELSE** in the history of motorcycling events in America.

SEND FOR ILLUSTRATED CATALOG B.

HENDEE MANUFACTURING COMPANY, Springfield, Mass.

The Musselman Automatic Coaster and Brake

The brake without the Side-arm



"A child can put it together."

STRONG
SMALL
SIMPLE
LIGHT
POSITIVE
SENSITIVE

The brake without the Lock-washer



"Weights only 25 ounces."

MADE ONLY BY

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

LICENSED COASTER BRAKE MANUFACTURERS.

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WE ARE CREATING THE DEMAND for our agents, and they receive all the benefit, for we advertise for them and to help them. You can have your full share by taking an agency. Write for particulars and we will also send you copies of the Hudson Magazine "ads" showing what we do to help our agents.

The Miami Cycle & Mfg. Co. MIDDLETOWN OHIO

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
· 1877 ·

Volume LIX.

New York, U. S. A., Saturday, March 27, 1909.

No. 1

CURTISS FORMS NEW CORPORATION

\$300,000 Company Takes Over His Motorcycle and Airship Interests—He Remains as Manager.

The incorporation early this week under the laws of New York of the Herring-Curtiss Co., of Hammondsport, N. Y., capitalized at \$300,000, which caused considerable speculation, proves to be the G. H. Curtiss Mfg. Co., under a new name. Curtiss himself is a member of the corporation and as vice-president and manager will be in active charge of the business. The other officers are Monroe Wheeler, president, and L. D. Masson, secretary and treasurer, the latter of whom was the financial man in the Curtiss company. By the terms of sale Curtiss personally assumes the liabilities of the old company.

The manufacture of Curtiss motorcycles will be continued, of course, and with the increased capital an increase of facilities and output will be rendered possible and will also permit of a great extension of the flying machine business in which Curtiss during recent years has made a conspicuous mark. The identification of Prof. Herring with the new company is additional evidence that the airship department is due for further expansion Prof. Herring being one of the several aerial experts whom the State of Ohio has developed.

While the change in the Curtiss company may prove in the nature of an entire surprise to many persons it was not wholly unexpected by those "in the know." Since his humble start but a few years ago with a bicycle repair shop in Hammondsport, Curtiss has built up a business to be proud of, but between his motorcycle and airship interests he has been kept so constantly busy during the past two years that he scarcely has had time enough to breathe freely, and that he was desirous of lightening the bur-

den he has been carrying had become known to some of his friends.

Two years ago he was approached by a couple of men from Ohio who made him a handsome offer for his business and the negotiations proceeded up to a point where a company with large capitalization was incorporated under the laws of Maine, but for some reason they were broken off. Whether the Herring-Curtiss Co. marks a renewal and the consummation of these negotiations is not known.

Detroit Has a "Motorcycle Garage."

The Economy Cycle Supply Co., of Detroit, Mich., who handle Curtisses and Harley-Davidsons, have opened a "motorcycle garage" at 74 Grand River avenue. It has room for 35 machines, and a repair shop employing four men. The company's main store at 57 Grand River avenue, which was damaged by fire last month, is being renovated and when completed it is claimed it will be the "finest ever."

Topeka Company in Larger Quarters.

The Central Cycle & Supply Co., of Topeka, Kan., has removed to 816 Kansas avenue, where additional and much needed room has been obtained. Apart from its sales department, the company's repair facilities now will permit of the most intricate repair of bicycles and motorcycles and the vulcanizing of tires.

Plow Accepts a Western Position.

Henry Plow, who for 13 years has served the Hartford Rubber Works Co., first as assistant treasurer and latterly as treasurer, has resigned his office and on April 1st will go west. He has accepted the post of assistant treasurer of the Mitchell Motor Car Co., at Racine, Wis.

Harris Again on Pacific Coast Trip.

D. P. Harris, the well known New York manufacturers' agent, left this week for another visit to the Pacific coast. He will be absent about six weeks.

LIGHT ON COASTER BRAKE PATENTS

French Court Gives Decision Against New Departure—Ownership of the Basic Patent Remains in Dispute.

In an action of Van der Wielen & Schwiebbe vs. New Departure Society, which was tried last month before the Court of the First Instance, in Paris, much light was shed on coaster brake patents and the coaster brake situation generally, and which because it involved what is claimed to be the basic patent granted in France to M. Hocquart, No. 271,090, October 7, 1897, is of no small concern to all cycle manufacturing nations.

The case was decided in favor of the plaintiffs, the New Departure device being held to be an infringement and the New Departure company being ordered provisionally to pay \$4,000 pending an accounting. The testimony brought out, however, a fact that is not generally known—that the ownership of the Hocquart patent is in dispute. Van der Wielen & Schwiebbe claim that it was sold to them May 26, 1906, while George W. Houk, a former American, who for many years has resided in England, asserts that he had purchased it previous to that date, and later resold it to Combination Hubs, Ltd., an English corporation, which controls the situation in that country and with which the New Departure interests and patents are identified.

At a previous hearing the court had appointed MM. Perruye, Street and Fribourg, a commission to determine whether the hubs made by the New Departure infringed on the Hocquart patent; and whether the different elements of the construction which are assembled in the hubs held to be infringed are exclusive to the complainant. This commission reported affirmatively on both points. The experts having analyzed and described the different parts of which

the hub patented by Hocquart is composed, concluded their report in the following terms:

"The invention patented by Hocquart . . . is characterized by the following elements: (1) A movable system, to be actuated by a lateral movement which, in one direction, puts in action (engagement) the teeth on the movable part, with their counterparts which are solid with the hub and secures the forward movement; and which in the other direction causes the engagement of another set of teeth on the movable part with a counterpart securing the braking action; (2) An arrangement of helicoidal grooves, disposed in such a way that the movement of the above system shall take place automatically when the chain is actuated forward by the movement of the pedals, or that it shall remain immovable according to the will of the cyclist; (3) A spring arranged to prevent the grooved part from turning, but without holding it fixed with the hub, thus retarding the movement of the part at the moment of engagement and facilitating disengagement when the pedals are motionless; (4) an arrangement of a brake on a drum when the cyclist makes a back-pedaling effort on the chain sprocket."

A similar examination and description of the hub made by the New Departure concludes in the following terms: "(1) A movable system to be actuated by a lateral movement to the right and left by which clutching shall be produced in one direction and declutching in the other by means of a central conical piece the exterior part of which secures the forward engagement and the interior the engagement of the brake; (2) A very simple helicoidal arrangement comprising a central threaded bushing and a screw inside the clutch member, the whole so disposed that the forward movement of the pedal produces by the reaction of the screw the displacement toward the right and left of the same part of the clutch and brake, the position intermediate of these being for the free wheel; (3) a spring actuated by lateral pressure and furnished with fingers (or hooks) engaged with the clutch member in such a way as to retard by its pressure the rotation of that part at the instant of engagement or actuation of the clutch; it also assists declutching at the instant of stopping the pedals; (4) a braking arrangement acting upon a disc interior to the body of the hub, and so arranged that when the cyclist exerts back-pedaling effort, the clutch member by its interior part acts upon a contracting spring which secures the retardation of the movable system by means of a brake drum."

From this double description it appears that each hub is composed of four elements which, if compared one by one in the order enumerated are found to be similar and intended for identical purposes; that, nevertheless, they are not absolutely similar, but that their differences are non-essential. After having compared each of these elements and having examined the differences

presented the experts concluded as follows:

"Finally, our opinion is that the mechanical means indicated by Hocquart in his patent, reappear in the hub held in infringement with the same intention in view of the same results. The examination proceeding, we discover that there are some important differences between the two, but that these differences constitute improvements introduced by New Departure in the combination of the four elements which we have indicated above as belonging to the Hocquart patent. The essential parts of the four appliances for the elements of the combination are the same in the two cases, and they procure the same results, only, the appliances of the New Departure are easier to construct, stronger, and consequently the effects sought and obtained by Hocquart are better assured by the system constructed by the New Departure. It is, then, an improvement of the system of the plaintiffs, but it remains tributary to it (in other words, it is a development of it); our conclusion is, then, that the arrangement of the New Departure is an infringement of the patent deposited by Hocquart. . . ."

In rendering his decision the court held that this report contained all the elements necessary to establish judgment; and it remarked in addition that the New Departure contests formally but one of these conclusions, which is, in effect, that the spring which is employed in their hub as well as in Hocquart's, but which is not applied in the same way is indispensable, while their own hub could be actuated as well or even better without the spring as with it.

"The hub argued in infringement contains a spring as does that patented by Hocquart," remarked the court, "and the spring serves a purpose in the improvement of the hub; there is no question of what would be judged if the spring did not exist; it should be remarked immediately that the suppression of the spring would constitute a simplification of the mechanism, which is to say, an improvement."

"The defendants do not contest the validity of the Hocquart patent; if they present some other patents, which qualify by priority, it is not to oppose them to that of Hocquart and to demand its nullification."

"By 'demand reconventional' the New Departure holds that Van der Wielen & Schwiebbe ought to be rejected in their demand and be condemned in damages to them. . . ."

"But the court holds that the result of the report of the experts . . . (quoted above) shows that the elements in both the Hocquart and New Departure hubs are similar and that they applied means similar to those applied by Hocquart."

The court held, however, that in view of the first experts' report, there is no reason for ordering a new expert investigation.

Besides having sold his patent to Ven der Wielen and Schwiebbe, the New Departure claimed that Hocquart first made a premier

sale to Mr. Houk who himself had sold the patent to a "Combination Hubs," but the sale made to Houk had been annulled by the terms of Article 1,384 of the Civil Code by judgment of this tribunal on April 8, 1907, confirmed by decree of the Court of Appeal, July 25, 1907. Nevertheless because of appeal, the litigation between Houk and Hocquart has not been definitely vacated up to the present time; but as in actual process, neither Houk nor Hocquart are in question.

By independent conclusions, but prevailing on the same arguments and toward the same end, New Departure claimed that Ven der Wielen & Schwiebbe have not exercised any action in virtue of the Hocquart patent, because it has not been exploited in France for an interval of two years, beginning the day when it was signed and again that, during two consecutive years the exploitation has been entirely interrupted. The Hocquart patent has not been exploited commercially at all in France from October 16, 1903, to May 26, 1906, there have not been constructed in France any hubs conforming to the Hocquart patent; since May, 1906, the hubs sold in France by Van der Wielen & Schwiebbe being made in England.

Hocquart, it appears, had no capital and was reduced to living on an annual salary. Nevertheless, he made every effort and exerted all necessary diligence to bring about the exploitation of his patent. In support of this affirmation, they produce a series of 90 pieces arranged and identified at the counsel's office which were registered at the same time as the present judgment, arranged December 1897 to June, 1903. From these exhibits it follows that during that entire period Hocquart had not ceased to take, make known and appreciated his invention, and to find capitalists and manufacturers capable of utilizing it. If he became stranded during this interval of time it does not appear that it resulted from lack of activity, or because he had abandoned his invention, or because he did not wish to exploit it. It was not indolence on his part. It is proper to admit the justice of the causes of his inaction and that he ought to benefit from the favorable disposition contained in article 32 of the law of July 5, 1844. October 16, 1903, Hocquart sold his patent to Houk (which sale was annulled). It is proved by the documents submitted in debate that between 1904 and 1905 the Hocquart hub under the name Moyeu Volo has been the object of industrial exploitation by the firm of Jung of Saint-Etienne. The plaintiffs hold, it is true, that the Volo hub was different from that patented by Hocquart, but they do not bring forward the proof of the claim. Besides, it should be admitted that since the granting of the patent and until its sale by Hocquart to Van der Wielen & Schwiebbe no cause of forfeiture sufficiently characteristic has been brought up.

Judgment for Van der Wielen & Schwiebbe was then rendered as stated.

EXPLAINING PRODUCTION OF TIRES

Hartford Rubber Works Produces Illuminating Object Lesson—Shows Stages of Progress from Tree to Tire.

What is a refreshingly novel method of at once spreading the gospel of Hartford tires and of disseminating knowledge of tires and rubber generally just has been inaugurated by the Hartford Rubber Works Co. It comprises what is styled a "school exhibit" and while primarily designed for the education of Young America it is equally informing for men of larger growth and easily may be made an attractive and unusual feature of a bicycle store.

The exhibit, which is mounted on large and heavy cardboards, comprises samples of three grades of crude rubber, Fine Para from South America, Congo from Africa and Guayule from Mexico, and specimens of these same rubbers after they have been washed and in the various stages of manufacture, viz, after they have been broken down by the massive rollers, before vulcanization and after, and the fabric which is incorporated with the rubber to make tires, also the minerals which are compounded with it before vulcanization, as sulphur for curing it, antimony for coloring the red rubber and zinc oxide for making white rubber, and specimens of the rubber itself compounded with these different minerals. Finally there are samples of finished products, i.e., a section of a bicycle tire, red and white tubing, and a cross section of an automobile tire.

The whole exhibit is very neatly and completely arranged, each sample being plainly marked, and is accompanied by a treatise on rubber giving more detailed information. These exhibits have been distributed to the Hartford schools and already letters of praise are being received from the principals, one of whom stated: "It gives the children a more practical and interesting knowledge of rubber than ever could be obtained from the text books," which is readily believable.

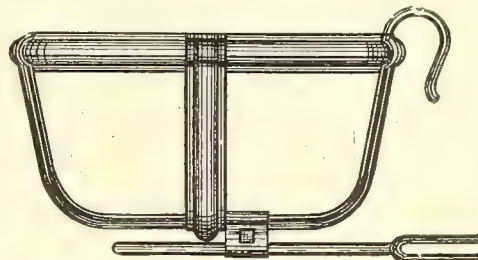
Replacing the Valve Springs.

When new valve springs are being fitted to an engine the best results will be obtained if the springs are of medium strength rather than of extreme tension. No increase in power or efficiency will be gained by the use of excessively strong springs, but on the other hand such stiffness will have a tendency to snap off the heads of the valves or hammer out the keyways in the stems. The pounding action set up by a stiff spring, is also apt to crack the valve seat, and in any event the power which is required to operate a stiff spring might be better expended in driving the machine. If the springs are too weak to close the valves quickly enough the engine will lack power at high speeds and a clattering noise will re-

sult from the late closing of the valves. The springs for replacement as supplied by the manufacturers are usually of the proper strength, but where springs are being fashioned by the rider or the repairer they should approximate as closely as possible the strength of the originals.

Basket Carrier with a Brace.

The increasing use of bicycles for delivery purposes by butchers, bakers, grocers and other small-goods merchants, has induced the C. M. Starr Machine Co., of



South Bend, Ind., to place on the market the basket carrier shown by the accompanying illustration and which is readily attachable to and removable from the head of any bicycle. The carrier is made of hoop steel formed in dies and deeply ribbed with fins corrugated to give stiffness and strength; its chief feature, however, is the adjustable forked brace with which it is provided, the forked end of which embraces the head of the bicycle while the shank slides through a steel binder permitting the carrier to be tilted and clamped in any desired position. The Starr company makes also a carrier with adjustable hooks.

Tire Sleeve Sticks without Lacing.

While the Diamond Rubber Co., of Akron, O., has not as yet produced its motorcycle tire, it is not averse to providing motorcyclists with such of its tire accessories as



prove especially adapted to their needs, which is one of the reasons why the Wiles tire sleeve, shown in the accompanying illustration, is now being made in the motorcycle sizes. The device is an emergency protector, and when not in use rolls up into such small compass that it easily may be put into a rider's pocket or in a tool bag. Despite the fact that it is put on without lacing and can therefore be applied in an instant, the manufacturer claims that it absolutely will not creep in service. It covers every portion of the tire section above the rim, and while it is intended primarily for tread punctures, is equally good for a rim cut or a blowout.

VALUE OF VEGETABLE LUBRICANTS

Fatty Oils Useful for Motors Under Some Conditions—Why They are Undesirable for General Service.

While its use for the everyday lubrication of a motor is more than likely to cause trouble and regrets, castor oil and other such fatty oils possess advantages for racing purposes and of late pure castor oil has been extensively employed in the automobiles that have competed in foreign racing and hill climbing events.

One of the chief virtues of the fatty oil is its ability to stand high temperature without decomposition or appreciable thinning, and as when a very high piston speed is adopted it is of the utmost importance that the piston be able to slide with the least possible resistance in the nature of fluid friction, it has been found that the peculiar and characteristic greasiness of the fatty oil is the only thing that meets the conditions of low fluid friction combined with high lubricating value.

Such non-drying oils, however, usually are expensive and create an unpleasant odor, and though they will fill an emergency on the road, their tendency to oxidize and to thicken and gum on bearings, valves, piston heads and other parts render them generally undesirable except in the case of racing engines which are frequently dismantled and cleaned. When such lubricants are regularly employed and the engine is not regularly taken down, the gummed oil becomes literally baked on the various parts and causes all manner of unsuspected mischief; its removal is a dirty and difficult task.

Mounting of Speedometer.

When fitting a speedometer it is essential that the driving gear which is usually mounted on the front wheel be exactly centered on the wheel. The small pinion which operates the flexible driving shaft, also should run central with the large gear, and the teeth of the gears should not touch bottom. If these precautions are not observed the gears wear quickly and become noisy.

Secret of Easy Magneto Starting.

A rich mixture is the secret of easy starting with magneto ignition. Full throttle always is advisable, even to the extent of shutting off all air. When the motor "dies down" after a slow-up, shutting of the air similarly will induce a quick pick-up. The hotter spark of the magneto will ignite a mixture that is too raw to be fired by a battery.

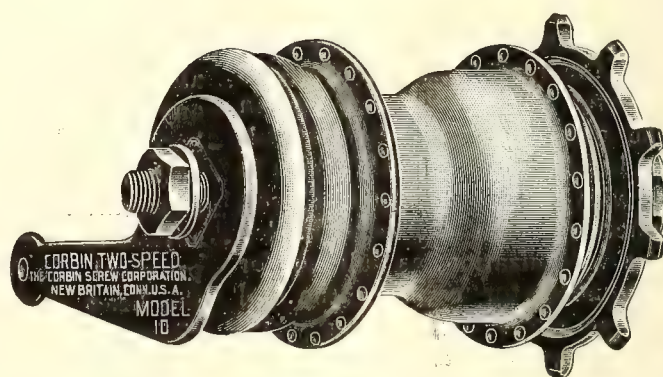
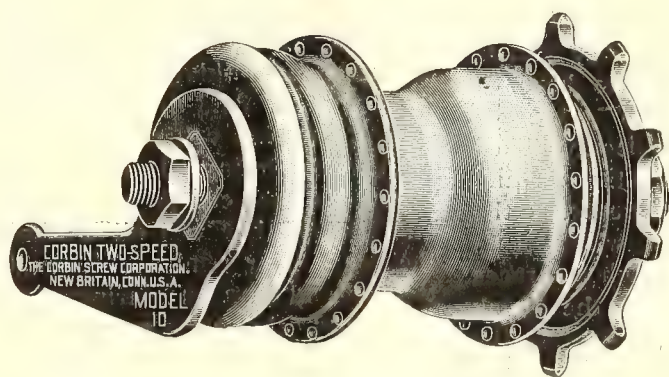
Motorcycles Added to Their Lines.

Two more automobile concerns have "taken on" motorcycles—the ~~North~~ Aero Machine Co. of Milford, Mass., which will handle Indians, and the Fellwock Automobile & Mfg. Co., of Evansville, Ind.

In Reaching Out for New Business

the dealer should not overlook
the

Corbin Two-Speed Coaster Brake



There are thousands of riders to whom such a device affording both a high and a low gear (the latter so helpful in hill climbing and in "bucking the wind") will strongly appeal if it is but properly brought to their attention. This is the time of year when lots of such new business can be created.

CORBIN SCREW CORPORATION

New Britain, Conn., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MARCH 27, 1909.

"Please don't fail to change my address as requested, as missing one copy of the Bicycling World would be as bad as losing a 'five spot.'"—P. J. Goodman, Mobile, Ala.

New Law That Suggests Old Questions.

The new law enacted by the Vermont legislature, which now is in effect, gives point to those still undecided but vitally important questions, What is a motor bicycle? and When is a motor bicycle not a bicycle? Like the previous law, it applies to "automobiles and motor vehicles," motorcycles not being specifically mentioned, but instead of a fixed fee of \$2 the new measure provides for registration on a horsepower basis—\$1 for each horsepower, which if it applies to motorcycles means an expense of from \$5 to \$7 for twins, which is "going some," to employ the vernacular.

The Vermont law also will make touring expensive for the motorists of such States as New Jersey, which squeeze an admission fee from Vermonters and all others who may desire to enter their confines. Vermont exempts non-residents from its fees but only on a reciprocity basis, that is, the exemption applies only to the citizens of such States as similarly exempt the citizens of Vermont.

Vermont is the first State to adopt this provision, which also is pending in Penn-

sylvania and which is being discussed in other States. Senator Frelinghuysen's pet hobby that every one who enters New Jersey "must pay something" may yet cost the citizens of that State a pretty sum and make it appear to them that there is substance in the old joke about New Jersey being a foreign country.

Excusing the Open Muffler Nuisance.

Unaware that it is an old and overworked wheeze, one of the cautious defenders of the open mufflers, who is new to the sport, suggests that the noise serves a good purpose in warning pedestrians of the approach of the machine.

It is quite evident, however, that the public does not appreciate such an alarm and the alleged reason for its use is more of an excuse than a reason. On the same principle it might as well be urged that bicycle manufacturers build rattle-trap machines or that bicycle riders tie a collection of tin cans or firecrackers to their mounts.

The legal and sensible alarms are horns or bells and they are all-sufficient. A continuous roar of gatling gun fire serves no good purpose and constitutes a public nuisance.

Of all unnecessary street noises, against which campaigns are being waged, none is more unnecessary than that due to the open muffler.

Bright Days that Beget Irritation.

While it may be supposed that every man interested in motorcycles welcomes the sunshine and balminess of spring, this is not wholly the case. There is more than one manufacturer and more than a dozen dealers who for the sake of their peace of mind would much prefer that "winter linger in the lap of spring" for several weeks, and if the lingering brought snow on Saturdays and Sundays they would shed few tears. Not all of the manufacturers have been able to hurry their new models as fast as they had counted on and few of them have been able to keep pace with the demand. Orders are piling up and as a result every clear Saturday and every pleasant Sunday brings a deluge of more or less torrid telegrams and letters, the tenor of which is the same. The individual buyer haunts the dealer, and the dealer haunts the manufacturer, and in many instances the motorcycle manufacturer in turn "pounds" the maker of a particular part or a particular item of equipment which is lacking and without which a complete motorcycle is impossible—and so it

goes. Every rider and every dealer in turn suspects that some other rider and some other dealer is being favored and is obtaining machines which properly should be delivered to the parties of the first part, and with nothing but this suspicion as a foundation some of them generate such mental heat as would shrivel the wings of a bronze angel.

It is a vexing, but not an uncommon, situation, which, however irritating, and productive of explosive utterances is much better than a reversed situation, with an abundance of goods on hand and a weak demand. It is a season, however, when "soft words turn away wrath," and when a display of at least reasonable forbearance on all sides should be practiced. It is to be said, nevertheless, that much of the impatience and torridity would be avoided if in setting a date for delivery the inclination were not so pronounced to make it earlier than circumstances and conditions warrant. There are many men who do not object to delay but who do object to broken promises.

Connecticut Should Play Fair.

While it is not strange that its law permitting practically unlimited speed should have been so grossly abused as to prove in the nature of a boomerang, the State of Connecticut usually has been relatively so fair in its treatment of automobiles and motorcycles that it is regrettable that the "New Jersey soak it to 'em" idea should find lodgment in the Nutmeg commonwealth.

If men violate a generous law they should be arrested every time they violate it and if they are not so arrested it is the fault of the officials whose duty it is to enforce the law. Piling on the fees and fines and mulcting non-residents will not serve the purpose.

If Connecticut feels that it must revise its law, for heaven's sake let it be revision on the American and not on the Russian plan and let the State remain a part of the Union. It's a "funny free country," as the Irishman described it, when a citizen of one State cannot enter another State without paying for the privilege and cannot travel without fear of being held up for examination of his "passport" or danger of having revoked his supposed inalienable right to the free use of the common roads.

"Enclosed find check for the renewal of my subscription for the Bicycling World. It certainly is the only medium by which one can obtain all the news of cycling."
—Benj. Evesson, Jersey City, N. J.

AMERICANS WIN GERMAN GRIND

Masfarland and Moran Lead at Finish by
One Lap—Clarke Wins One of the
Curtain Raising Events.

Floyd A. Macfarland and James F. Moran, comprising the only American team which competed, won the six days race in Berlin which ended on Sunday evening last, 21st inst., and according to cablegrams, the Crown Prince and an immense and enthusiastic throng were there and saw them win.

The total distance covered by the American pair was 2,425 miles, 312 miles less than they completed when they won the New York six days race. Stol and Berthet, comprising the Holland-French team, finished second, a full lap behind. De Mara, the only other American competing, was paired with Contenet, of France. Despatches state that the victors were given an ovation, the crowd cheering madly and the band playing the Star Spangled Banner. Later Macfarland and Moran were to have been presented to the Crown Prince.

Details of the race are not, of course, yet at hand. It began auspiciously, at 6 p. m., Sunday, 14th inst., on the small 14 lap track that had been built in the Zoological Garden, in the presence of a packed and enthusiastic house. Fifteen teams started as follows:

Moran-Macfarland, America.
Stol-Berthet, Holland-France.
De Mara-Contentet, America-France.
Poulain-Leon Georget, France.
Arend-Rosenloecher, Germany.
Brocco-Passerieu, France-England.
Kudela-Stabe, Austria-Germany.
Techmer-Stellbrink, Germany.
Rudell-Tadewald, Germany.
Hoffman-Heiny, Germany.
Konrad-Althoff, Germany.
Tommy Hall-Peter, England-Germany.
Scheuermann-Ryser, Germany-Switzerland.
Jacquelin and Jacquelin Jr., France.
Robl-Theile, Germany.

Moran began the race for the American team and immediately assumed the lead. The pace was particularly fast, 47½ miles being covered in the first two hours. Arend and one of the Jacquelins both sustained falls, but escaped injury.

Previous to the starting of the long grind, two short races were served up as "appetizers." In a 1,500 meter event "Rocket" Clarke again disposed of Poulain and Mayer in the order named, and in the 30 kilometer race Thiel beat Robl and Ryser in 38:28.

Northern California Asks Recognition.

Commenting on the retirement of C. C. Hopkins, of San Francisco, as the Pacific Coast member of the F. A. M. competition Committee and the appointment of Stephen McIver of Riverside, Cal., as his successor, a San Francisco member of the organization

suggests that it will be wise for the officers of the F. A. M. to bear in mind that northern California is still on the map.

"With the retirement of Hopkins," he writes, "northern California is left wholly without representation and everything now is centered in Los Angeles. Riverside is practically a next door neighbor of that city in which already were located the vice-president of the Pacific District and also the secretary and treasurer who were elected at a meeting of which, as nearly as I can learn, the rest of the District received no notice. The F. A. M. has quite a few members in this part of the State and there is no lack of activity. I have heard several remarks about the lack of representation."

Thornley Likely to Succeed Morton.

Although R. S. Morton, who recently went into the trade and whose peregrinations have made it impossible for him to devote his attention to the office, has not yet officially resigned the chairmanship of the F. A. M. competition committee, Dr. J. P. Thornley, of New York, now is subscribing himself as "acting chairman," and is otherwise directing the affairs of the committee. It is generally understood that the office has been tendered Dr. Thornley, who is a practicing physician and an experienced rider, and that he is "trying it out," to discover whether or no he likes the work. It can be said with full assurance that he has found it to his liking.

For Motorcycle Competition in East.

Vice-President Buffington, of the F. A. M. Eastern District has selected four members for the District competition committee, as follows: Dr. C. J. Berrick, Buffalo, N. Y.; Percy Drummond, Newark, N. J.; Harold H. Brown, Boston, Mass., and C. J. Swenson, Newport, R. I. It is one of the duties of each committeeman to promote State championships in his respective State, while the committee as a whole is charged with promoting the District championships. Each member of the committee also is expected to act as referee whenever and wherever possible.

More Prizes for New Jersey Contest.

In addition to the medals offered by the promoting organization, W. S. Thomas, of Newark, has presented two silver cups as added prizes for the New Jersey Motorcycle Club's endurance contest on May 30-31. They will be awarded for the best scores on a single and a twin respectively. The entry blanks for the contest already are in the hands of the printer and the general forehandedness of the club in the arrangements promise a contest of real magnitude, despite the burden of Frelinghuysen that weighs so heavily on all motoring affairs in the State.

Harlem Motorcycle Club's Election.

The Harlem Motorcycle Club of New York City, which ranks as F. A. M. affiliated club No. 3, this week elected officers as fol-

COMING EVENTS

March 28, Los Angeles, Cal.—Los Angeles Motorcycle Club's race meet at saucer track; open.

April 2, Buffalo, N. Y.—Bicycle races and games at Sixty-fifth Regiment armory; open.

April 4, Valley Stream, N. Y.—International Cycle Association's 10 miles handicap road race; open.

April 11, San Antonio, Texas—San Antonio Cycling Club's annual 11 miles Mission Loop race; open.

April 25, Brooklyn, N. Y.—Eastern Division Century Road Club Association's annual spring century run; open.

May 9, Jersey City, N. J.—New Jersey Division C. R. C. of A's annual spring century run; open.

May 16, Brooklyn, N. Y.—Century Road Club of America's spring century run; open.

May 30, Plainfield, N. J.—Plainfield Cycling Club's 25 miles handicap road race; open.

June 8, Newport, Ind.—Danville (Ill.) Motorcycle Club's hill climbing contest; open.

lows: L. H. Guterman, captain; William L. Coursen, first lieutenant; Jac. Gold, second lieutenant; Felix Lewin, secretary; Aug. Rotholz, treasurer; David Rosen, color bearer; executive committee, William L. Coursen, chairman; John F. Black, Jr., Charles Gold, Thomas Carobine, William T. Hookey, Jr.

Plainfield Club Now Full-Fledged.

The organization of the Motorcycle Club of Plainfield (N. J.), which has been in process of formation for some time, was completed on Saturday last by the election of the following officers: President, Dr. W. H. Anthony; vice-president, Douglas Martin; secretary and treasurer, Allen Fulmer; captain, Arthur Hurlick; Lieutenant, Bud Howard.

President Shafer Joins Police Force.

Harry E. Canfield has been elected president of the Los Angeles (Cal.) Motorcycle Club to succeed J. Howard Shafer. The latter, who last year held the one hour amateur record, has entered the local police department, a move which required that he resign the presidency of the club, of which Canfield previously was vice-president.

Columbus Club Elects Griffith.

At the annual election last week, M. B. Griffith was again chosen president of the Columbus (Ohio) Motorcycle Club. The other officers elected are as follows: Henry Lorenz, vice-president; Robert Erlenbusch, Jr., secretary; E. B. Neil, treasurer; H. Lorentz, captain.

FOUR DAYS OF RECORD SHATTERING ON FLORIDA BEACH

**Goerke, Chapple and Stubbs Share Motorcycle Honors—After Much Battering, Stubbs Places Mile at 43 2-5—Goerke Does 69 Miles in the Hour—Collins on Bicycle Pedals Mile in 58 4-5—
Cyclists and Motorcyclists Provide Only Excitement and Save Meet From Failure.**

Daytona, Fla., March 24.—It is fortunate indeed for the promoters of the annual speed carnival on the Daytona sands that bicycle and motorcycle events comprise a part of the program—a very large and important part, in fact, even though it may not so appear in the reports in the daily papers.

This was unmistakably demonstrated yesterday, for had it not been for the quarter mile professional bicycle race and the one mile motorcycle trials the thousands of people who filled the small grandstand and lined the beach at every vantage point must have returned to their hotels with the idea that they had been handed a large package of "bunkum." Fortunately, as stated, the bicycle and motorcycle events furnished the interest which the unknowing expected would be provided by automobiles—the finish of the quarter mile bicycle race being highly exciting, while Walter Goerke broke the world's straightaway record in the motorcycle time trials. Goerke covered the mile stretch of tide-washed coquina sand in 45½ seconds, or 1½ seconds better than the record made by Glen H. Curtiss on the same course two years ago, Curtiss's time, however, being made in competition.

In the matter of attendance, this year's carnival differs from previous affairs of the sort. With the possible exception of the promoters, some contestants, officials, newspaper men and the "natives," the crowd is not the same as of yore. Previous meets have been so disappointing that former patrons have not returned and the hotel crowd is an entirely new crop—and mostly western, Cincinnati, Pittsburg, Chicago and Toledo being represented most prominently on the hotel registers. The hotel and boarding houses, by the way, are "full up," and it was impossible to get a room last night, without "bunking" with some stranger.

At the beach yesterday afternoon the crowd was the largest that ever has witnessed the first day's racing at any Florida meet, but delay in getting the events started almost put the crowd in bad humor. Automobiles were conspicuous by their absence, and after considerable delay caused by a short circuit in the electrical timing apparatus, Referee S. A. Miles called the quarter mile professional bicycle race. This was the "curtain-raiser" and the applause of the crowd was a sterling tribute to the undiminished popularity of the most exciting of all sports.

The day was ideal for racing, although the

wind was not conducive to record breaking. A warm breeze blew in from the sea on the east, shifting to southeast as the afternoon aged. Ten riders lined up for the event, as follows: Elmer L. Collins, Lynn, Mass.; E. F. Root, Melrose, Mass.; Joseph A. Fogler, Brooklyn; W. L. Mitten, Davenport, Iowa; Fred Senhouse and Gordon Walker, Australia; Saxon Williams and Walter A. Bardgett, Buffalo, and Fred Hill, Boston. The only absentee was Robert J. Walthour, of Atlanta, who was prevented from coming to Daytona by injuries received in Atlanta last week.

The start was made a quarter of a mile south of the grandstand and the crowd was treated to a pretty sight as the ten riders



WALTER GOERKE

abreast sprinted up the beach. Senhouse made the quickest start, but on account of injuries and his inability to sit comfortably on the saddle, he tired before half the distance had been covered. At this point, Fogler, who is riding very fast, went to the front, with Mitten on his rear wheel. Fogler fairly flew in the last hundred yards and flashed over the wire two lengths ahead of Mitten. The finish between Mitten, Root, Walker and the succeeding riders was so close that a blanket might have covered all. The time was 30½ seconds, which is fast going from a standing start, the track record of 23½ seconds having been made from a flying start. Fogler was liberally applauded as he passed the stand.

The running of an uninteresting 100 mile automobile race, which resulted in a run-away for one car, utilized so much time that there remained time for only another automobile event and the motorcycle mile speed trials before the tide came in and covered

the course. The timing apparatus had been repaired in the meantime, so that the times are accurate.

A. G. Chapple, of New York, on a 7 horsepower Indian, was the first to essay the mile, and he was clocked in 50 seconds. Walter Goerke, upon a machine of the same power and make, was the next and as he flew toward the tape it was easily seen that he would better Chapple's time. A flutter of expectancy rippled over the crowd before Announcer Pickens bellowed the announcement:

"Goerke's time is 45½ seconds, a new world's record!"

Robert Stubbs, the tall and humorous young man from Birmingham, Ala., who last November broke the world's 100 miles record, tried hard to get under Goerke's figures, but he fell short and the best he could do was 46¾ seconds.

Eugene Gaestel, now of New York, but formerly of Germany, and who is said to have been a professional pace-maker in that country, was allowed to make a trial on his 6 horsepower N. S. U. Gaestel's amateur standing was questioned before the meet and after a rigorous cross-examination by President Ovington, of the Federation of American Motorcyclists, who is present, he still stoutly maintained that he never had been a pacemaker nor had he ever competed for cash. Ovington then compelled him to sign an affidavit to this effect and permitted him to ride. Instead of the V-type belt Gaestel used the 2½ inch flat belt common to foreign pacing machines, but as it persisted in slipping Gaestel's time was slow—56¾ seconds.

W. H. Wray, Jr., of New York, tried to better his notable performance of 44¾ seconds, on his 14 horsepower Peugeot, but as he complained of lack of compression the best he could do was 45 seconds, a figure which Oscar Hedstrom expects to knock sky-high as soon as he can get his 14 horsepower "Hot Shot" moving properly. Both of these "monsters" are away above the 61 cubic inch limit and none of their performances will stand as records. The chief purpose they serve is to detract from real records made by the practical machines.

Goerke, Stubbs and Chapple made second trials, but on account of insufficient policing and the encroachment of the crowd on the course for a quarter of a mile below the stand, and the further narrowing of the speedway by the incoming tide, none of them was able to better the time made in

the first trial, although Chapple equalled his mark of 50 seconds. Goerke's second trial was clocked in $47\frac{1}{2}$ seconds, and Stubbs covered the distance in $48\frac{3}{4}$ seconds. Summaries:

Motorcycle Events.

One mile straightaway trials, flying start, amateur—Won by Walter Goerke, Brooklyn, N. Y., 7 horsepower Indian; time, $45\frac{1}{2}$ seconds. Robert Stubbs, Birmingham, Ala., 7 horsepower Indian, second, $46\frac{1}{2}$; A. G. Chapple, New York City, 7 horsepower Indian, third, 50; Eugene Gaestel, New York City, 6 horsepower N. S. U., fourth; $56\frac{3}{4}$.

Bicycle Events.

Quarter mile, professional, flying start—Won by Joseph Fogler, Brooklyn, N. Y.; W. L. Mitten, Davenport, Iowa, second; E. F. Root, Boston, third. Time, $30\frac{1}{5}$.

SECOND DAY—WEDNESDAY.

Daytona, Fla., March 25.—With a strong favoring south wind blowing and a perfect beach, it was not surprising that world's records went by the board yesterday, the second day of the carnival. In the half mile professional bicycle race Joseph A. Fogler covered the distance in the remarkable time of $47\frac{1}{2}$ seconds, which is four seconds better than the track record made by A. J. Clarke at Salt Lake City last year. In the motorcycle time trials at five miles, Walter Goerke, on his 7 horsepower Indian, ricocheted up the tide washed strand in the marvelous time of $3:30\frac{1}{2}$, an average of 42 seconds to the mile. No less astounding was A. G. Chapple's victory in the ten miles race. He covered the distance in 8:57, which, though not a world's record, is remarkable for the reason that half the distance was against the strong wind that prevailed while the event was in progress.

It is very likely that all world's records would have been eclipsed had it not been that the short-sightedness of the official who managed the meet continued to prevail. Had President Ovington, of the F. A. M., who is supposed to have charge of the motorcycle events, used his influence to hold the record trials, instead of riding up and down the beach in apparently purposeless manner, the day's card would have been snappier and less tiresome to the spectators. The two bicycle events, which were won in brilliant fashion by Fogler, again saved the day, and positively the only cheers that broke the afternoon's stillness were elicited by the stirring finishes that marked these two events.

The day was perfect for record breaking and the very first event—the half mile bicycle open for professionals—brought a world's record. Collins, Root, Fogler, Bardgett, Senhouse, Williams, Mitten, Walker, Wiley and Hill lined up for the start, a half mile south of the grandstand. It was a beautiful sight as the riders swept up the beach—a constantly changing kaleidoscope of color, and it was not surprising that the

crowd stood up and cheered as the field neared the tape. Fogler rode like a real champion, and a hundred yards from the tape he unloosed a mighty jump that carried him across the finish line a winner by a wheel's length. The fight between Mitten, Root and Williams for second was unusually exciting and the riders finished so close that the judges were undecided. The spectators thought Root had a shade the better of it, but Mitten was given the decision, Williams getting fourth money. When the world's record of $47\frac{1}{2}$ seconds was announced there was another round of applause that reverberated up and down the beach.

Equally exciting was the two miles scratch race, which brought out the same starters, and which also was run as a straightaway. Saxon Williams started like



STUBBS AND HEDSTROM

a shot out of a cannon and set a gruelling pace for $1\frac{1}{4}$ miles, when Fogler nosed his way to the front. Root came up strong and for a second it looked as though he might give his former six days partner a battle, but the Melrose man tired in the final struggle, and Fogler won by $1\frac{1}{2}$ lengths in the fast time of $3:45\frac{1}{2}$. The most interesting struggle ensued for third money and the sprint between Mitten and Wiley again brought the spectators to their feet. Close up to Fogler and Root and riding like mad, Wiley and Mitten were neck and neck ten yards from the tape and a dead heat seemed imminent. Wiley, however, beat him by six inches. Referee Miles was picking third man, and the sand must have gotten in his eyes, as he persisted in saying Mitten finished third. Mitten came up to the stand and told the officials that Wiley had beaten him, but even this honorable admission from the little Iowan could not change Mr. Miles's opinion, although all the other officials thought Wiley got third.

One interesting feature of this event was that the bicycle riders ran away from the automobile that carried the starter. The car which, by the way, has won every race in its class, left the starting point at the same time as did the riders, and the driver

planned to reach the tape in time to witness the finish. He got there, however, after the tail enders crossed the finish line.

Walter Goerke's record-breaking flight of five miles in $3:30\frac{1}{2}$ occurred in the straightaway time trials at this distance. Chapple was the first to make the attempt, and he shot over the timing wire in 3 minutes 52 seconds. This was a noteworthy ride, but a few minutes later Goerke seemed to have wings as his machine fairly flew over the smooth, damp sand. His time was astounding, and at the rate of nearly 86 miles per hour. Stubbs covered the distance in 3:33, and Eugene Gaestel finished in the slow time of 4:28.

Prior to the five miles record trials, Oscar Hedstrom tried to break the mile figures for machines having greater piston displacement than 61 cubic inches. Hedstrom made a fast start and finished flying, but the watches gave him $44\frac{3}{4}$ seconds, one-fifth second slower than has been made by W. H. Wray, Jr., on a machine of the same power.

The ten miles race for machines not exceeding 61 cubic inches piston displacement brought out four starters—Chapple, Stubbs and Goerke, all on 7 horsepower Indians, and W. H. Wray on a 6 horsepower N. S. U.—and it also produced the first fall of the meet.

A rolling start prevailed from the grandstand, the rider going against the wind for five miles to the turning flag. They were pretty well bunched at the turn, but Stubbs was so anxious to beat Chapple to the flag that he cut out before reaching there. Soon after turning Stubbs fell. The stories concerning his fall differ, the Birmingham man claiming that his front tire blew up. Two eye-witnesses of the accident, however, say that Stubbs ran into soft sand and that he was going at such terrific speed that the front wheel buckled when it struck sideways in the loose sand. Stubbs was thrown clear of the machine and rolled over and over, somersault fashion, for many yards. He jumped up, dazed, and ran around in a circle until he collected his scattered senses. The front wheel of the motorcycle was smashed and the forks bent. Stubbs was bruised considerably about the legs, but was noticed walking around and smiling as though nothing had happened ten minutes after the accident.

Chapple rode a good race and to the surprise of everybody ran away from Goerke in the five miles homestretch, completing the ten miles in 8:57. Goerke finished in $10:12\frac{1}{2}$; Wray's time was $13:00\frac{3}{4}$.

The kilometer motorcycle trials and a mile handicap bicycle race should have been held, but the officials persisted in putting on an uninteresting 200 miles automobile race, despite the entreaties of Promoters Morgan and Schwalbach, who wanted to see the bicycle and motorcycle races.

The crowd noticeably was smaller than on the first day, and were it not for the excitement furnished by the bicycle races, and the excellent time made by the motorcycles

the meet would have been an utter and dismal failure.

Motorcycle Events.

Five miles record trials, flying start, amateur—Won by Walter Goerke, 7 horsepower Indian, time 3:30½; Robert Stubbs, 7 horsepower Indian, second, 3:33; A. G. Chapple, 7 horsepower Indian, third, time 3:52.

Ten miles, amateur—Won by A. G. Chapple, 7 horsepower Indian, time 8:57; Walter Goerke, 7 horsepower Indian, second.

One mile time trial, professional—Won by Oscar Hedstrom, Springfield, Mass., 14 horsepower "Hotshot." Time, 44¾.

Bicycle Events.

Half mile, professional, flying start—Won by Joseph Fogler, W. L. Mitten second, E. F. Root third. Time, 47½.

Two miles, professional, flying start—Won by Joseph Fogler, E. F. Root second,

Robert Stubbs; but the feature of the afternoon was what was styled the "one hour race to beat the Brooklands track record," which record, by the way has undergone a lot of juggling by the British authorities. First it was given out as over 70 miles, then it was chopped to 67 miles 1,655 yards, and later they somehow screwed it up to 68 miles 1,380 yards. If they haven't changed it since it is no longer the world's record for today Walter Goerke on his 7 horsepower Indian traveled 69 miles in 58:25½, or at the rate of 51 seconds per mile. The course had been laid out with a view of timing the leader in the race at the 69th mile; it was not believed that he would much exceed that distance in the hour, but as things turned out Goerke had time enough to spare to have placed the record above 71 miles. The race as a race was a pretty poor sort. It was all Goerke from start to finish; none of the other three

and he was very, very tired when he dismounted.

The most exciting of the motorcycle events was produced by a mile race run in three heats and decided by point classification. In the first heat Goerke beat Stubbs in a close finish, Chapple being third and Gaestel fourth. In the second heat Stubbs, Goerke and Chapple finished in that order also close up. The third heat provided the best finish up to date and one that brought real applause. Goerke was leading 100 yards from the tape, but Chapple found a spare link somewhere and letting it out crept up and nosed out Goerke on the tape. Stubbs was third. The classification gave the race to Goerke with 7 points; Stubbs had 6 and Chapple 5. No times were taken.

In the mile time trials each entrant was given two trials and miles under 46¾ seconds, the old official record, and even better than 44¾ seconds, the best performance by



TYPICAL VIEW OF FINISH OF THE BICYCLE EVENTS ON THE BEACH

W. L. Mitten third. Time, 3:45½. World's record.

THIRD DAY—THURSDAY.

Daytona, Fla., March 25.—Today the bottom dropped out of the automobile part of the program and if it were not for the bicycle and motorcycle events the carnival must have completely fizzled. Practically all of the few racing cars were "out of whack" or had been taken elsewhere and curiously enough the only automobile race that was run was contested by two former motorcyclists, David Bruce-Brown and Ralph De Palma. De Palma won and as the race was for a wager it placed Brown in the professional class under even the A. A. A. rules, in which class his competition with professionals previously had placed him according to the F. A. M. and the A. A. U. definition.

There was present a good crowd of spectators and if they missed the automobiles they did not show it, and there was no reason why they should do so. The motorcyclists gave speed enough to be satisfying and also one hair-raising finish while the bicycle events all were close and charged with excitement.

The mile record received another terrible battering and when it finally was able to sit up and notice itself it stood at 43¾ seconds, and to the credit of the big Alabaman,

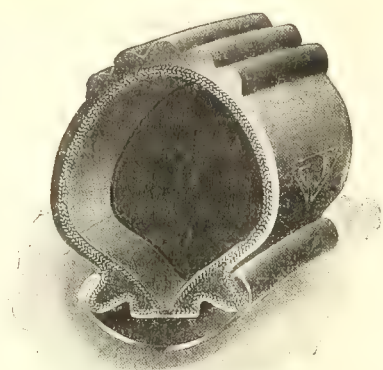
starters survived the whirlwind ride. The start was made nine miles south of the grandstand, in front of which the first turn was made; then it doubled back ten miles and repeated back and forth. The first turn was at nine miles, the second at 29, the third at 49 and the finish was made at 69 miles—and be it remembered that wide as is the beach, long slow-downs and wide cautious circles must be made. Goerke, Chapple, Stubbs and Gaestel were the contenders. The start was made at 6:10 o'clock p. m., when practically no wind was stirring. Goerke immediately jumped to the front and at the first turn, 9 miles, was leading Chapple by 51 seconds, Gaestel was away behind, and Stubbs already was out of it; his front tire went down and he took a spectacular tumble, but escaped unhurt. Goerke, moving like a hurricane, continued to gain and was still in front at the 29 miles turn and was so far ahead that Chapple and Gaestel stopped at 49 miles, when it had grown so dark that more than one man on the course invited a tragedy. But neither Goerke's nerve nor his machine's speed failed, and the sight of him flying at such a demonical pace with his motor belching fire in the darkness, was a spectacle worth witnessing. A good part of the crowd had waited for the finish and they gave the gentlemanly Brooklyn boy a well deserved and hearty cheer. The strain had been intense

a "freak," became so common that the mile a minute pace lost its meaning. Chapple started the "business" by doing 45, or one-fifth of a second better than Goerke's new record set up on Tuesday. Goerke then equalled his previous record, and Gaestel followed with 58½. Big Stubbs followed and proved that after all weight is not such a handicap by doing 44. In the second session Chapple knocked out Stubbs's fresh record by doing 43¾, Gaestel followed with 49½, and Goerke with 44¾, and then along came Stubbs and regained his honors with a 43¾ mile, where it stood for the day.

In the kilometer trials Goerke made the best performance, 27¾, which at least will rank as the amateur record. The best performance on record is 25¾, made by H. Gissac, a professional, at Blackpool, England, in 1905. Stubbs did 28½, Gaestel 34½, and Chapple 38½.

The joke of the speed trials rests in the fact that Hedstrom and Wray on their big 14 horsepower "freaks" battered at both the mile and the kilometer, but could not equal the times made by the 7 horsepower (61 cubic inches) machines. Wray made the fastest mile, 44¾, and Hedstrom the fastest kilometer, 31¾.

The professional bicycle races as usual were close and exciting. They were run against the wind in order to finish in front of the grandstand and give the spectators



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Not Only Started But are Keep at a speed Never Before At

Following up the long string of victories and the marvelous
circular track: One Mile, 47 4-5 sec. Two Miles,

ON THE FLORIDA

tires from the same

Won Everything and Shattered

One Mile, 43 2-5 sec. 5 Miles, 3:30 1-5

Goerke, Chapple, Stubbs a

How can YOU avoid

Kansas City, 1607 Grand Ave.
Cleveland, 326 Frankfort Ave.
Pittsburg, Baum & Beatty Sts.
Los Angeles, 1010 S. Main St.

Atlanta, 35 N. Pryor St.
St. Louis, 415 N. Fourth St.
Boston, 110 Federal St.
Portland, 326 Burnside Ave.

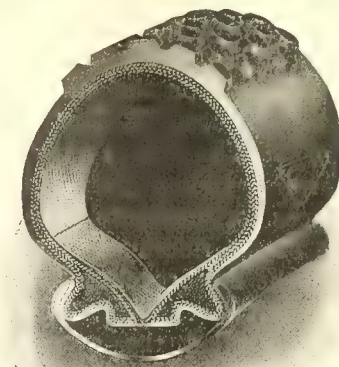
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Bailey Tread.

's records made last week on the new Los Angeles (Cal.)
. Three Miles, 2:28 3-5. Five Miles, 4:09 2-5,

TEACH THIS WEEK

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Existing Straightaway Records

Ten Miles, 8:57. 69 Miles, 58:25 4-5

Hedstrom all used G & J's

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The 1909 Indianapolis Moulded Double Clincher



Corrugated Tread.

G & J TIRES



Bailey Tread.

**Not Only Started the Ball Rolling
But are Keeping It Moving
at a speed Never Before Attained Anywhere at Any Time**

Following up the long string of victories and the marvelous wld's records made last week on the new Los Angeles (Cal.) circular track: One Mile, 47 4-5 sec. Two Miles, 40. Three Miles, 2:28 3-5. Five Miles, 4:09 2-5,

ON THE FLORIDA BEACH THIS WEEK

tires from the same mould, similarly have

Won Everything and Shattered All Existing Straightaway Records

One Mile, 43 2-5 sec. 5 Miles, 3:30 1-5 Ten Miles, 8:57. 69 Miles, 58:25 4-5

Goerke, Chapple, Stubbs and Hedstrom all used G & J's

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Denver, 1541 Cleveland Place.
Buffalo, 912 Main St.
Philadelphia, 713 Broad St.

"a run for their money." In the half mile handicap, Walker (70 yards), won by inches from Hill (50), Collins (60) and Senhouse (80), all of whom were bunched. Time, 57 $\frac{4}{5}$. Fogler (scratch) broke his chain. Fogler, however, easily won the mile open, which was run with a turn. Walker, Bardgett, Mitten and Williams in that order, inches only separating them. Time, 3:01 $\frac{1}{5}$.

Two bicycle races for amateurs had been carded, but none of the riders who had entered appeared so the motorcyclists and the *Bicycling World's* staff representative borrowed bicycles and filled the events, although none of the men had pushed a pedal since last fall, and several of them not for a year or more. In the quarter mile dash, F. L. Valiant romped home in front in 38 $\frac{1}{5}$; Goerke was second, Gaestel third and Wray fourth. In the half mile open, the order was Gaestel, Valiant, Wray.

Summaries:

Motorcycle Events.

Kilometer record trials, flying start, amateur—Won by Walter Goerke, Brooklyn, N. Y., 7 horsepower Indian; time 27 $\frac{4}{5}$. Robert Stubbs, Birmingham, Ala., 7 horsepower Indian, second, 28 $\frac{1}{5}$; Eugene Gaestel, New York City, 6 horsepower N. S. U., third, 34 $\frac{1}{5}$; A. G. Chapple, New York City, 7 horsepower Indian, fourth, 38 $\frac{1}{5}$. Winner's time, world's record.

Kilometer time trials, freak machines, flying start—Best time by Oscar Hedstrom, Springfield, Mass., 14 horsepower Indian, time, 31 $\frac{1}{5}$; W. H. Wray, New York City, 14 horsepower Peugeot, second, 33 $\frac{1}{5}$.

One hour record trials, flying start, amateur—Won by Walter Goerke, Brooklyn, N. Y., 7 horsepower Indian, 69 miles; time 58:25 $\frac{4}{5}$ (world's record). Also started but did not finish, A. G. Chapple, 7 horsepower Indian; Robert Stubbs, 7 horsepower Indian; Eugene Gaestel, 6 horsepower N. S. U.

Mile record trials, amateur. First round—Robert Stubbs, 7 horsepower Indian, 44; A. G. Chapple, 7 horsepower Indian, 45; Walter Goerke, 7 horsepower Indian, 45 $\frac{1}{5}$; Eugene Gaestel, 7 horsepower N. S. U., 58 $\frac{1}{5}$. Second round—Stubbs, 43 $\frac{1}{5}$; Chapple, 45 $\frac{4}{5}$; Goerke, 44 $\frac{4}{5}$; Gaestel, 49 $\frac{1}{5}$.

Mile time trials, freak machines. First round—W. H. Wray, 14 horsepower Peugeot, 44 $\frac{1}{5}$; Oscar Hedstrom, 14 horsepower Indian, 47 $\frac{1}{5}$. Second round—Wray, 46 $\frac{1}{5}$; Hedstrom 47 $\frac{1}{5}$.

One mile race, amateur; run in heats; scoring on point system; no time taken—First heat won by Goerke; Robert Stubbs, second; Chapple, third; Gaestel, fourth. Second heat won by Stubbs; Goerke, second; Chapple, third. Third heat won by Chapple; Goerke, second; Stubbs, third.

Final score: Goerke, 7 points; Stubbs, 6 points; Chapple, 5 points.

Bicycle Events.

Half mile handicap, professional—Won by J. G. Walker (70); Fred Hill (50), second; E. J. Collins (60), third; Fred Senhouse (80), third. Time, 57 $\frac{4}{5}$.

Quarter mile, open, amateur—Won by F. F. Valiant; Walter Goerke, second; Eugene Gaestel, third; W. H. Wray, Jr., fourth. Time, 38 $\frac{1}{5}$.

Half mile amateur—Won by Eugene Gaestel; F. L. Valiant, second; W. H. Wray, third. Time, 1:35.

One mile open, professional—Won by Joseph Fogler; J. G. Walker, second; Walter



CHAPPLE RECEIVES CONGRATULATIONS

Bardgett, third; W. L. Mitten, fourth; Saxon Williams, fifth. Time, 3:01 $\frac{1}{5}$.

One mile handicap, professional—Won by Fred Hill (100); J. G. Walker, (120) second; E. F. Root (25), third. Time, 2:34 $\frac{1}{5}$.

CONCLUDING DAY—FRIDAY.

Daytona, March 26.—Because of a base-



ELMER J. COLLINS

ball game which occupied the early forenoon, the speed events on the beach did not begin until 4 o'clock, and owing to the late hour the so-called "motorcycle marathon" at 100 miles was abandoned and a 20 miles race was substituted—and what a race it proved to be!

But two men started, Goerke and Chapple on 7 horsepower Indians, but the battle between them was worth coming all the

way to Florida to see. It was the most exciting race ever run on this beach, and possibly anywhere else, and caused intense excitement. It was either man's race from the moment they flashed over the starting line. It was hammer and tongs, neck and neck all the way. First Goerke led, then Chapple; they passed and repassed each other repeatedly. After making the turn for home Goerke lost both glasses from his goggles, but despite this handicap, he never let up and fought every inch of the way. At no time did more than five yards separate the two men, and their battle kept the big crowd on edge and induced considerable betting. In sight of home, however, Chapple drew a lead and flashed across the line a winner by 20 feet in the record time of 17:26 $\frac{1}{5}$, an average of 52 $\frac{1}{5}$ seconds per mile, equal to 69 miles per hour.

But not all of the glory fell to the lot of the motorcyclists. Before the Chapple-Goerke battle royal, Elmer J. Collins, of Lynn, Mass., did a better than a mile a minute flight on a bicycle geared to 150 inches. Paced by De Palma and Turville driving the Fiat Cyclone, he pedaled the mile in 58 $\frac{3}{5}$ seconds, the fastest straight-away mile ever pedaled behind a road vehicle of any sort. Collins sought to break C. M. Murphy's long standing locomotive paced record of 57 $\frac{4}{5}$ seconds, made on a board path laid between the rails of the Long Island railroad and intrinsically the Lynn man's performance is far more meritorious. He rode a pace following bicycle with a 24-inch front wheel and complained that his rear wheel cut into the sand. Fogler had set his heart on breaking Murphy's record, but when he made his trial a car on the course caused a slow-up and defeated his ambition. His time was 1:13 $\frac{4}{5}$. Root also made an attempt but his time was not taken and as it was growing late and the motorcycle race still was to be run further attempts were rendered impossible by officials who ripped up the timing wire at the mile post. The Fiat automobile which paced the men was fitted with a board windshield 34 inches wide and 45 inches high and employed an ordinary protecting roller. Previous to these trials, the motorcycle paced mile trials occurred. Turville did the pacing on an Indian, but the times were slow, as follows: Hill, 1:19 $\frac{4}{5}$; Collins, 1:23 $\frac{1}{5}$; Fogler, 1:23 $\frac{3}{5}$, and Root, 1:23 $\frac{3}{5}$. A light east wind prevailed.

Summaries:

Motorcycle Events.

Twenty mile, amateur, flying start—Won by A. G. Chapple, 7 horsepower Indian; Walter Goerke, 7 horsepower Indian, second. Time, 17:25 $\frac{1}{5}$ (world's record).

Bicycle Events.

One mile record trials, professional, paced by automobile—E. J. Collins, 58 $\frac{3}{5}$; Joseph Fogler, 1:13 $\frac{4}{5}$; E. F. Root, no time taken.

One mile trials, professional, paced by motorcycle—Fred Hill, 1:19 $\frac{4}{5}$; E. J. Collins, 1:23 $\frac{1}{5}$; Joseph Fogler, 1:23 $\frac{3}{5}$; E. F. Root, 1:23 $\frac{3}{5}$.

RAIN DEFERS LOS ANGELES MEET

Postponed Events to be Decided Tomorrow
—Appearance of Eastern Riders Creates
Feeling—Derosier Repeats Def.

Rain which began at 3 o'clock in the morning and continued without intermission until nightfall, and which was accompanied by a 30-mile wind, rendered it impossible for the Los Angeles Motorcycle Club to hold its race meet on Prince's Coliseum track on Sunday last. If Jupiter Pluvius permits the program will be run off tomorrow and as the rivalry between Derosier and Derkum and the other eastern

not get going properly, but the Derosier adherents claim that when Derkum got 40 yards the best of the next start it was adjudged a fair start. Later in the day Derosier applied for permission to attack the 100 miles record; it was refused and the following day when he went to collect first money for the five miles handicap of which he originally had been announced as the winner, he was informed that it had been won by Lingenfelder, who had a handicap of two laps.

Whether the feeling is due to trade rivalry is not made plain, but it is not unlikely that it very largely enters into it.

In a note from Derosier himself he states that although he has decisively defeated Derkum, who claimed to be the world's

MAY REMAIN FOR CHAMPIONSHIPS

Macfarland Wants Clarke to Try for Highest Honors Abroad—Both Embarrassed by Offers of Fat Contracts.

Writing from Berlin and stating among other things that he had engaged to ride a German bicycle in the six days race at that place, which he and Moran won on Sunday last, Floyd A. Macfarland, who also is managing "Rocket" Clarke, indicates that he and Clarke probably will remain abroad much longer than was their intention.

"You will notice that my young champion is doing it pretty regularly of late," says



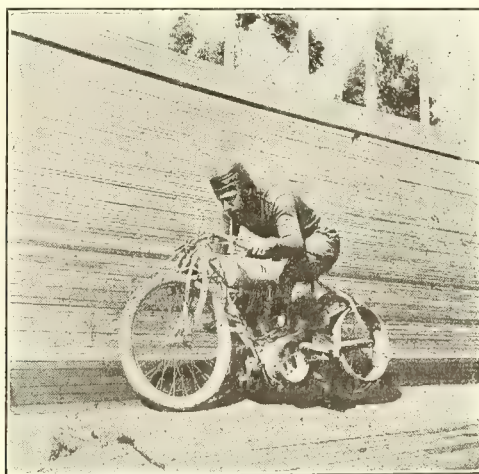
VIEW OF LOS ANGELES MOTORCYCLE TRACK AND SCENE ON OPENING DAY, MARCH 14.

and native cracks runs high that the sport will prove interesting is certain.

Private advices from Los Angeles state that the appearance of the eastern riders has generated some unnecessarily bitter feeling, most of which has been leveled at Derosier and Huyck, the former in particular, although Huyck has received at least one invitation to have his head punched. Derosier seems to be the victim of too much or overdone presswork. He was charged with being afflicted with enlargement of the cranium and the stories about his alleged refusal to speak to or associate with the other riders and his rejection by the Los Angeles Motorcycle Club—he since has been elected an honorary member—were manufactured by a press agent who thought it would attract people to the track and increase the gate receipts. However that may be the reports served to make Derosier the "goat" and so aroused public sentiment against him that at the opening meet on the 14th inst., when he trounced the local idol, Paul Derkum, and set up a string of marvelous records, he was received with hostile demonstrations. He was hissed and hooted, and there were even some cries of "Kill him!" "Run him out of town," etc. Once when Derkum passed Derosier the crowd went wild for joy, which is natural, but when Derosier went ahead and shattered the idol there was but mild applause.

In one race Derosier was called back after going two laps at top speed, and the event was restarted because Derkum did

champion, he does not claim the title, but he desires it made known that his offer to race any man in the world for a purse



SHOWING HEIGHT OF BANKING

of \$1,000 still holds. He says he is awaiting a response.

These Policemen's Lot a Happy One.

In St. Louis the motorcycle policemen are "in good," which is to say that trouble never troubles them. Six men constitute the squad and three spare machines are kept in reserve at the repair station. In case a cop's machine balks or otherwise goes wrong, he does not attempt to correct the difficulty, but merely steps to a telephone and in response to his request one of the two mechanics stationed at the repair depot brings him one of the spare mounts.

Macfarland. "He went out and defeated Poulain, the former world's champion, the other night in two out of three heats. He lost the first heat through taking a 'snore tablet,' but I finally woke him all right and he won the other two easily.

"Even though he has won five straight he is far from being in condition, as it is cold here and he is fat as a pig. If I don't miss my guess he will have the European riders taking to the timber before the summer is over.

"We have been offered a nice juicy contract here and in France and although Bowen of Vailsburg has told me to write my own contract I feel disposed to stay here, as I would like to see the little fellow have a go at the world's championship, which I know will be at his mercy one of these days.

"Our trainer has had more hard luck. Not content with his New York accident, he fell the other night in Paris and broke his arm.

"I got another beating last Sunday and if I keep on losing you will hear the hammer club busy again with that old chat about me being all in. But leave it to the old man. I'll be in the front row again when they pay out. Clarke will take care of me in the Berlin race."

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

MOTORCYCLE FOR FIGHTING FIRES

Specially Equipped Tricar First to Respond to Alarms—Successful Service in an English Town.

Fire department experts always assert that if the small fires can be extinguished quickly there never will be any big fires, so that the field for the motor cycle fire brigade is one full of promises and which, as evidenced by the accompanying illustration, is already entered in a practical way. The machine shown is an adaptation of an N. S. U. tricar and is in use in Beckenham, England. It not only carries two men, but

like the noise." While the attention of the Board of Health has been called to the prevalence of the nuisance no law yet exists by which the offenders may be directly reached but as the speed limit on the city streets is an almost impossible eight miles per hour, which the police construe generously, Mallon and his men simply ranged alongside the noise-makers and "suggested" that the racket they were creating was attracting attention to their violation of the speed law. Usually the suggestion was sufficient to cause the closing of the mufflers, but when any rider showed a disposition to become argumentative, pointing to the police speedometers indicating a pace of 10 or 12 miles per hour and a threat of arrest served to shut both his mouth and

SPOTTERS TO WATCH JOY RIDERS

Proposed System of Bicycle and Motorcycle Scouts—New York Promoter Plans to Check Abuse.

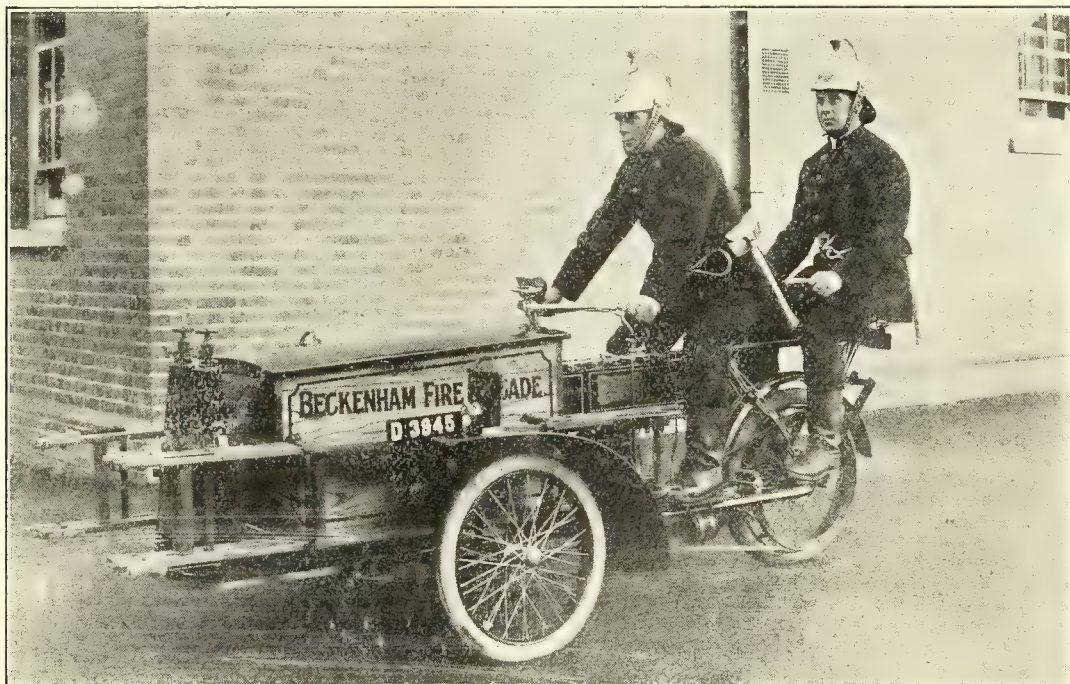
Bicycles and motorcycles are likely to be introduced into a new class of work if the plans of a New York promoter are brought to a successful culmination. Believing he has discovered a new way of making money out of the automobile business, he has devised a system of detection whereby any patron may learn full details of the misuse of his car at any time when it has been in the hands of "joy riders." The detective bureau which he proposes to form will depend for its efficiency chiefly upon the activities of a large number of scouts who will be mounted on bicycles and motorcycles, and who will patrol all the much frequented highways in the vicinity of New York, and inspect the numerous assortment of road-houses which line them in order to report the appearance of the cars of subscribers to the system. Just how many such scouts will be required for the enterprise of the Auto Reporting Co., as this venture is to be styled, is not known, but if all the popular thoroughfares in the neighborhood of New York are to be covered, it is safe to say that the number will not be small.

In a prospectus which has been issued setting forth the purpose of the Auto Reporting Co., and its expectations of patronage and success, it is explained that for the insignificant sum of \$25 a year, or 7 cents a day, in round numbers, the company will agree to make daily reports to the owner of cars showing just where they have been and how they have been used. Upon subscribing, the owner receives a metal tag, which by the way, bears by way of distinction, the significant figure of a bat, and which is affixed to the rear of his machine. A serial number attached to the tag, identifies the owner in the office of the company, while the license tag on the car enables the scout to identify it on the road. Regular reports turned in by the cyclist scouts will enable the company to check up the various machines belonging to their patrons which have been on the road during a given period.

Whenever the company receives a report concerning one of its subscriber's cars the owner is notified by means of a special form blank which is sent him in a plain envelope without delay. The owner so served will find upon opening the envelope a card bearing this information which he is at liberty to make use of in any way he may choose:

New York, Dec. 20, 1908.

Subscription No. 999.
Car seen at—Coney Island, Blank Hotel.
Date—December 19, 1908.
Time—2:30 a. m.
Occupants—Chauffeur, woman and men.
Remarks—Woman wore red hat."



THE MOTORCYCLE FIRE BRIGADE

a surprising amount of fire fighting apparatus, including ladders, hatchets, extinguishers and a large quantity of hose, and in the brief time that it has been in service has proved itself capable of coping with vigorous conflagrations without aid from the large engines. Always ready to start at a moment's notice and capable of high speed, it exactly accords with the most advanced ideas of handling the fire problem, in that it arrives on the scene of action while the blaze is young, and by extinguishing the small fires makes the larger ones impossible. Recent as has been its installation, the tricar shown has turned out over 100 times on alarm and in every case has arrived without a hitch and in the shortest possible time. The firemen themselves had a large hand in the construction of the complete outfit, which has been termed a "first aid" fire brigade.

Police Warn the Noise Makers.

The New York police finally are taking cognizance of the open muffler. On Sunday last Sergeant Mallon and two or three other members of the motorcycle squad busied themselves in warning the men "who

his muffler. Before the day was over, a good many riders had received the warning.

Succumbs to Sleep While Cycling.

Queerer things even than its motor vehicle law occasionally come out of New Jersey. Passaic, which is next door to Paterson, has just turned up something of the sort in the person of a man afflicted with what is described as a "peculiar malady" which induces sleep the moment he seats himself. One day last week he seated himself on a bicycle and presumably at once fell asleep; at any rate three days later he was found in a swamp many miles away. His bicycle and most of his clothing had disappeared, but his watch and money were still with him. At last accounts the mystery was still a mystery.

Endurance Run with no Endurance.

What is mistakenly styled an "endurance run" has been programmed by the Indiana Motorcycle Club, of Indianapolis, for April 29th. The course will be to Noblesville and return, a distance of 77 miles. The club incidentally, is making ready to remove to new quarters at 444 West Vermont street.

FIVE IN A PICTURESQUE SPILL

It Spoils a Hot Race at Atlanta—Wiley Takes a Lone Tumble—Collins Captures Motor Paced Event.

Evidently George Wiley's hoodoo still pursues him; at any rate he sustained his customary fall and suffered the usual bruises during the racing at the Atlanta (Ga.) Velodrome—the Atlanta papers all spell it Vele-drome—Friday night, 19th inst. In one sense, the little fellow was lucky for he probably escaped a worse spill which occurred later in the evening and in which five of the seven contenders went down in a picturesque mix-up which fortunately was productive of more excitement than injuries.

The feature event was a two miles motor paced race run in heats, which was won by two laps by Elmer J. Collins in 3:21½, Saxon Williams, who had sifted down to the final, being practically beaten when his saddle worked loose; he narrowly escaped a tumble. In the first heat Wiley beat George Cameron by half a lap in 3:33½; in the second Collins disposed of Fred Senhouse by nearly two laps in 3:27½; W. A. Bardgett was chloroformed by Williams in the third when the former lost his pace, and W. L. Mitten disposed of Dave Mackay in the fourth heat in 3:25. Collins and Wiley came together in the first semi-final, but on the eighth lap Wiley's tre blew up and he came a hard cropper, which threw his shoulder out of place. The heat was stopped and given to Williams. In the second semi-final, Williams beat Mitten by yards only, and in the final Collins, as stated, took Williams's measure in 3:21½.

The big spill occurred in the two miles scratch race in which Cameron, Mitten, Collins, Bardgett, Walker, Mackay and Senhouse started. Walker made the running for the first half with Senhouse and Mitten trailing. Then Senhouse took up the donkey work and led until the mile and a half. When the play for position commenced, Mitten's front wheel collapsed and he lurched into Cameron, throwing him and himself falling. All save Walker and Mackay piled into the wreckage, and for a while great excitement prevailed. When the men and machines were untangled Cameron was found to be unconscious and did not recover for several minutes, but none of the men suffered more than the usual cuts and bruises. The race was declared off.

Previous to the spill, Lawson and Turville "obliged" with one of their mile merrygorounds on motorcycles, which was won by the former in 1:24. Summaries:

Two miles motorpaced, professional—First heat—Wiley beat Cameron; time, 3:33½. Second heat—Collins beat Senhouse; time, 3:27½. Third heat—Williams beat Bardgett; time, 3:36. Fourth heat—Mitten beat Mackay; time, 3:24½. First semi-final

—Collins beat Wiley, Wiley falling and heat ordered stopped. Second semi-final—Williams beat Mitten; time, 3:24½. Final—Collins beat Williams; time 3.21½.

One mile motorcycle, professional—Won by Gus Lawson; second, C. Turville. Time, 1:24.

Motorcycle Century Run for April 25.

The Linden Motorcycle Club of Brooklyn, N. Y., has scheduled the first motorcycle century run of the year for Sunday, April 25. The club will vary the usual monotony of following the level south shore of Long Island by traveling the hillier and more picturesque north shore for 50 miles and then crossing the island to the Merrick road. Dinner will be had at Amityville. The time limit is generous, not less than six nor more than eight hours. The entry fee will be \$1.50, but as the club has some money to burn and desires to become better known, it has contracted for souvenir medals which actually will cost \$1.75. They will be of unusual design and will incorporate among other things, the club's emblem which employs not only the usual wheel and motor, but also two linden leaves. W. E. Finley, secretary, 1604 Bushwick avenue, Brooklyn, is in charge of the entry list for the run.

Van den Dries Captures a Race.

William Van den Dries, who, despite the three cylinder name, has been sweeping the New York armories clean this winter, added another victory to his list Saturday night last, 20th inst., when he captured the 1½ miles handicap which constituted one of the features of the 22d Regiment's annual indoor games. Van den Dries, representing Company A, rode from scratch and won in fine style in 3:37½. J. Buckingham (130 yards), was second, and E. Cox (160 yards) third.

Derkum and Oldfield in Mixed Match.

Paul Derkum, the Los Angeles (Cal.) professional crack, has been matched against Barney Oldfield for a five miles race which occurs in that city tomorrow on the Ascot Park track. Derkum, of course, will ride a motor bicycle, and Oldfield will drive an automobile.

Redman Renounces Managerial Plans.

Because of a hitch in the negotiations, Ivor Redman, of Salt Lake City, has decided that he will not become manager of E. L. Pickering's new track in Los Angeles, as was first reported. Instead Redman probably again will kick the pedals of a racing bicycle on the Salt Lake tracks this summer.

C. R. C. of A. Fixes Date for Dinner.

The annual banquet of the Century Road Club of America has been set for Saturday, April 3d. It will occur, as usual, in Terrace Garden, New York. According to Chairman Mommer's official notice ladies will be very welcome, whether "wife, sister or affinity."

FIGHTING FINISHES AT BUFFALO

Big Fields Contend in Bicycle Events at 74th Regiment's Games—Arenz and Scheider Share the Honors.

Two bicycle events served, as usual, to add to the interest of the indoor games of the 74th Regiment's games in Buffalo, N. Y., on Saturday night last, 20th inst. Big fields and fighting finishes were the rule in the several heats, although the first event, a two miles lap race, was robbed of some interest by the fall of Joseph Scheider, who later won the mile handicap, from the 20 yards mark. Edward Arenz did great work in both events. After winning his heat in the lap race in 4:39½, he accounted for the final in 4:39 and with 28 points to spare, beating out such good men as Schudt and Tanner. In the handicap, Arenz and Schudt were the honor markers. The former won his heat in the fast time of 2:15½, but was beaten in the sprint by Schudt and by Scheider (20 yards), the latter of whom won in 2:15. Summaries:

Two miles lap race, amateur.—First heat won by J. M. Tanner, Ariel A. C. (55 points); Ed. Delling, Twilights (47 points), second; John Newland, unattached (46 points), third. Time, 4:42½. Second heat won by Fred Schudt, Solace A. C. (65 points); Joseph Scheider, Genesee Y. M. C. A. (54 points), second; Martin R. Hctor, unattached (33 points), third. Time, 4:43½. Third heat won by Ed Arenz, Ariel A. C. (64 points); Al. Mercer, 65th Regiment A. A. (47 points), second; Tony Burke, Echo A. C. (46 points), third. Time, 4:39½. Final heat won by Arenz (68 points); Mercer (40 points) second; Schudt (38 points), third; Tanner (36 points), fourth. Time, 4:39.

One-mile handicap, amateur.—First heat won by Tony Burke, Echo A. C. (25 yards); Martin R. Hctor, unattached (45 yards), second; J. M. Tanner, Ariel A. C. (10 yards); third. Time, 2:22½. Second heat won by Joseph Scheider, Genesee Y. M. C. A. (20 yards); Fred Schudt, Solace A. C. (scratch), second; Richard Hoover, Standard W. C. (50 yards), third. Time, 2:12½. Third heat won by Ed. Arenz, Ariel A. C. (scratch); Al Mercer, 65th Regiment A. A. (25 yards), second; Joe Tanner, unattached (75 yards), third. Time, 2:15½. Final heat won by Scheider (20 yards); Schudt (scratch), second; Arenz (scratch), third; Tanner (10 yards), fourth. Time, 2:15.

Brown Wins at 23d Regiment Armory.

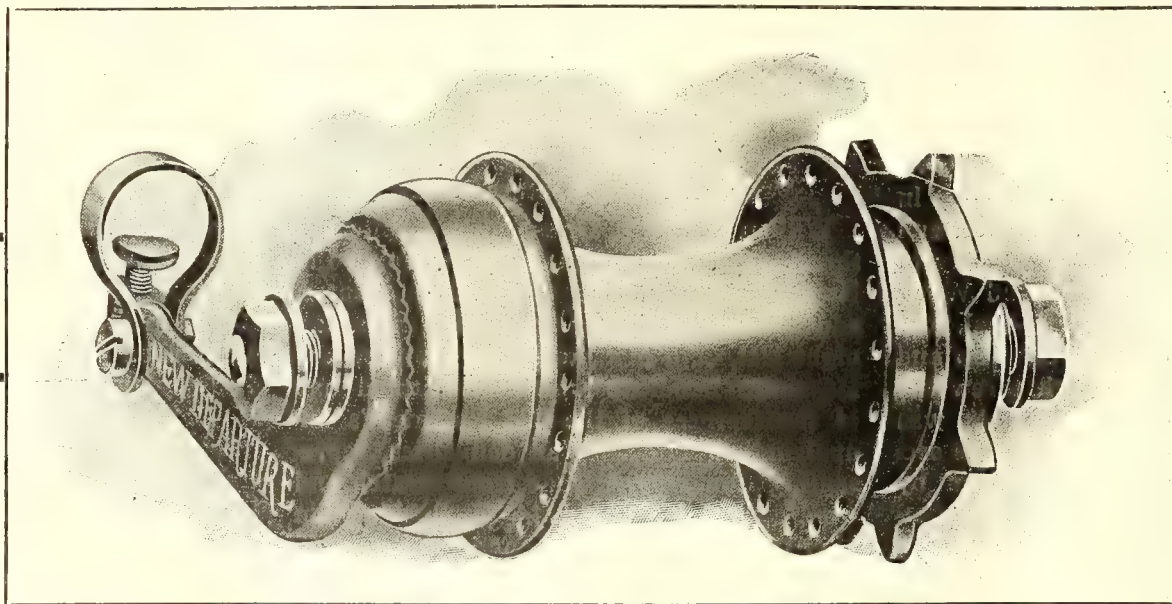
Riding from scratch and in the fast time of 2:24½, H. R. Brown, Jr., of Company M, won the one mile bicycle race decided at the games of the 23d Regiment in that organization's armory in Brooklyn, N. Y., on Saturday last, 20th inst. W. C. Nelson, Company H, (90 yards), was second, and T. J. Murphy, Company M, (90 yards), third.

Bicycle Dealers Are Practically Unanimous

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HORSEPOWER AND A HORSE'S WORK

Points of Difference Between Engine and Equine Performance—Views on the Value of a Misunderstood Term.

"When I get a motorcycle which the maker calls 2 horsepower, haven't I got a right to expect that it will be as strong as a pair of horses?" insisted the practical inquirer, repeating an idea that is by no means rare. He had been saying a few things about the term "horsepower" as used in connection with motorcycles, and was trying to discover if there was any sense or reason in the employment of a word apparently relating to animal power, in referring to a mechanical creation like a motorcycle.

"You have a right to expect it," said the near-scientist, "just to the point that the cops will never arrest you for so slight an offense, but if you do expect it you want to keep it confidential, so that kind friends will not lead you gently away to a sanitarium. If I get your meaning right, you would expect a 2 horsepower motorcycle to be able to pull a big heavy wagon or carriage just as easily as a team of horses could do it, as evidence that it is really what the manufacturer claims for it."

The practical inquirer admitted that while he would not necessarily demand quite so hard a test, he still would like to propose something of the kind, before he would believe that there was any justification for using the designation as manufacturers and dealers use it. The near-scientist had maintained that while there were a lot of abuses on the part of manufacturers, in overrating, there nevertheless is a definite and exact meaning to the word "horsepower," which it would do all concerned some good to keep in mind.

"The very term 'horsepower' was an invention for the benefit of the people who did not understand scientific matters," continued the near-scientist. "It was devised by one of the very first men who had engines and power machinery to sell. He was James Watt, the inventor of the steam engine, and when he had completed some of his engines for the market the people whom he tried to persuade into purchasing were naturally curious as to how much power they had and how much work they could do. The natural basis of comparison was the horse, and after a lot of inquiries by prospective customers as to whether the machines could do as much as one, two, three or four horses, Watt set himself the task of proving for himself what the engines were capable of in comparison with the work horses used in his neighborhood. To make the comparison, however, he first had to find out in an exact and scientific way exactly how much work a horse itself could do. When he asked some of the men who used horses how much power a horse

yields, they looked at him with the suspicion that he was slightly crazy, because to their minds a horse could do a horse's work and everybody with sense knew it. So he set about making tests for himself in the painstaking, exact way that real scientists have.

"Being a scientist, he had to have a unit of work, so he took the customary one of the foot-pound. This is a very simple unit, that everybody can understand, and consists of the amount of work done in raising a weight of one pound through one foot, or overcoming a pressure of one pound through one foot. The number of pounds weight or pressure multiplied by the number of feet moved, gives the total of foot-

lifting a light weight a great distance. The near-scientist admitted that according to the circumstances, the method of accomplishing the result has to be varied, but maintained that even the most unscientific people give proof of the truth of the law that distance and weight are convertible when they use levers, pulley blocks or gearing to handle weights that could not otherwise be lifted, for, as he pointed out, they increase the distance or amount of space through which they work against the weight, and the latter becomes correspondingly lighter to handle.

"We now are getting close to where I shall tell you where 'horsepower' comes in on motorcycles," resumed the near-scientist, "but one must stick close to first principles in order to understand it. In taking the foot-pound as the basis for his measure of work that a horse could do, Watt simply used what was proved and recognized and a true measure. Instead of rigging up a dynamometer, which would register draw-bar pull on a wagon, he took the most direct and simple method possible, which was to run a rope down a well, attach it to a weight and have a horse harnessed to the other end pull to see whether he could lift it, and, if so, how rapidly. He got a fine specimen of London draught horse and for days he had the animal tugging intermittently on the rope. He used different weights, and by means of block and tackles arranged in a ratio to give the horse the most advantageous leverage proportioned to his speed, he determined the limit of what it could do in foot-pounds of work in a given period.

"Of course, if he gave the horse enough leverage, through the means of the pulleys, it could lift almost any weight in the world provided it was allowed sufficient time, just as Archimedes, in explaining to the people the uses and law of the lever, declared that with a sufficiently long lever and a fulcrum on which to rest it he could lift the world. But he gave the horse only the limit of weight it could lift in one minute of time, as the element of time is one of the factors in measuring power. In the scientific sense the word 'power' means the rate at which work is done.

"After many trials, Watt found that the maximum that the horse could do was to lift 33,000 foot-pounds in 1 minute of time. It must have been an exceptionally strong horse, because Watt's experiments have been tried over and over again by other investigators since his day, and the average performance of the horses has been only about 72½ per cent. of what Watt's horse did, though occasionally the results he obtained have been equalled.

"Having found that a horse could deliver sufficient power to do 33,000 foot-pounds in 1 minute, Watt called that a unit of 'horsepower,' a term which he thought would be easier for the public to understand than for him to say that his engines could deliver so many foot-pounds per minute and one which would readily answer their cus-

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pounds. To raise 3 pounds a distance of 1 foot, gives 3 foot pounds. To raise 1 pound 3 feet, gives 3 foot-pounds. Similarly, to raise 9 pounds a distance of 2 feet is just the same amount of work and consequently the same number of foot-pounds as to raise 3 pounds a distance of 6 feet, it being 18 foot-pounds in each case. As proof of this, you can figure it out yourself that if you take a group of 3 one-pound weights and lift them up to a shelf which is 2 feet above where they were, and then repeat the operation twice more, you have raised 9 pounds a distance of 2 feet, by three raisings of 3 pounds for 2 feet, which is equal to raising 3 pounds for 6 feet.

"If you miss the point that the weight or pressure and the distance are convertible, so that a foot-pound may consist of a half-pound raised 2 feet, or of 2 pounds raised 6 inches, you are apt to get confused, but by examination you will see that it is correct from a practical standpoint."

Here the practical inquirer called a brief halt to the discourse, by taking the time to observe that from a practical standpoint it is quite a different thing to lift a heavy weight a short distance from

tomary questions as to the comparative number of horses that would be required to do the same work. However, it was on the foot-pound basis, just as a 12 inches make a foot."

This was occasion for the practical inquirer to declare that the point he was contending for was more than ever supported by the near-scientist's explanation, so far as it had gone. As he saw it, the inventor of the term "horsepower" himself believed that it should represent something equal to what a horse could do. The near-scientist then attempted to show some of the peculiarities of the term as applied to motorcycles.

"In buying a motorcycle," he said, "the purchaser does not get what he is apt to have the mental conception he is getting. In the first place, a so-called 2 horsepower machine is not really a 2 horsepower motorcycle, but a motorcycle equipped with a 2 horsepower engine, which may at first seem like the same thing, but is really quite different. When the power of a flesh and blood horse is considered, one takes account only of that portion of the power which the horse gives off as a surplus over what he requires to move himself. It is the overflow of effort that he is able to deliver to the moving of other objects. In the sense that horsepower is spoken of by motorcyclists, a horse that can deliver a full horsepower under test generates considerably more than 1 horsepower, because he moves himself in addition. The horsepower that he delivers corresponds to horsepower delivered at the rear wheel of a motorcycle, more or less, though there is a difference in the horse's favor.

"Assuming that the engine does the work that is to be expected of it by reason of its rating and really gives 2 horsepower, the efficiency of the complete motorcycle is bound to be only a fraction thereof. Portions of that 2 horsepower are absorbed at every step in the transmission system. Friction begins at the wrist bearings, exists at the connecting rod bearing on the crank shaft, on the main shaft bearings, in all the gears, chains, sprockets and valve operating mechanism. Portions of the power are taken by the ignition commutator or by the magneto. Whether belt, chain or shaft drive, in being carried to the rear wheel the power has to pay a heavy toll, and is wonderfully reduced by the time it gets to the rim of the drive wheel. Arrived at this point it faces the real task before it, which is to drive the complete machine and rider. Emaciated and reduced as it is, it must overcome the inertia of the total weight and move the whole outfit forward at a fair rate of travel. As the speed increases, all the friction which has levied on the power as it is communicated from the engine to the rear wheel, increases rapidly in the absorption process. But the power demand increases more than the speed—in fact as the square of the speed, so that if the speed is doubled it requires four times the power, and

if it is tripled, at least nine times the power is required. This is due to the increased wind resistance, road resistance and friction that are introduced.

"In giving a rating to his engine," the near-scientist went on, "the manufacturer usually names its approximate power at its best engine speed, it being the case with the gasoline motor that according to its size and design there is usually one speed at which it is more powerful than at any other. An engine that at its most efficient rate of road travel makes 2,000 revolutions per minute would have to deliver at each working stroke an amount of work that would correspond to the lifting of 66 pounds a distance of 1 foot, in order really to be a 2 horsepower motor."

"Probably the clearest conception that the ordinary man could get of a gasoline motor actually doing this amount of work would be provided if an engine were inverted, so that on the working stroke the piston would be coming upward instead of down. Replacing the connecting rod with a rigid upright piece having a broad, flat surface at the top which could carry a 66-pound weight, let us imagine a long, inclined trough filled with 1,000 of these 66-pound weights, there being at the mouth of the trough and directly over the engine an automatic feeding device which would permit one of the weights to slide on the platform of the piston just before each working stroke. Assuming the stroke to be 1 foot, and that the weight when lifted that distance would be tripped off, if the motor received and lifted the whole 1,000 in 1 minute's time it would be a full 2 horsepower capacity.

"However, the stroke of a motorcycle engine instead of being a whole foot is generally only a little over 3 inches, so that inasmuch as the stroke would be so short the weights for the test would have to be increased correspondingly, being approximately 225 pounds. It would only be fair to make a reduction from this for the power absorbed by the engine itself in operating its ignition system, fly wheel, etc., and also because the engine at each stroke would have to overcome very suddenly the inertia of each weight, but even with 225-pound weights, a real 2-horsepower motor should handle the job. A motor of this rating would have a bore of about $2\frac{3}{4}$ inches and therefore a square area of about 6 inches on the piston head. As the initial pressure on the working stroke is about 300 pounds per square inch, there would be a total of 1,800 pounds pressure to start the weight on its upward lift each time. Of course the pressure in the cylinder rapidly drops as the stroke advances and gets almost to zero at the end of the stroke, but if it be a genuine 2 horsepower motor it would turn the trick and lift 1,000 of such weights in the minute.

"Where the motor loses out when mounted on a motorcycle," the near-scientist concluded, "is in the fact that it exerts its greatest pressure when the crank is at about the worst position to transmit it to the rest

of the mechanism and the piston is doing little more than pushing on the bearings of the crankshaft, and in the further fact that there are so many losses in power before the latter gets to the rear wheel. There have been many efforts to get around this difficulty, but few of them have proved practical. The best known and probably the most successful in the 'off-setting' of the cylinder in relation to the crank so that the latter is further around in its rotation and more at right angles to the piston when the working stroke commences. Then it must always be remembered that the rated horsepower as at present given usually refers to the power of the engine alone and that most of that power is used up right in the motorcycle itself so that it has very little to spare for outside purposes, such as pulling buggies. Rating an engine is only a label that is put on it to indicate how much power may be expected of it at its best. Some makers may overrate and others under-rate their engines, but 1 'horsepower' is, and will continue to be, a measure of the rate at which work is done and to mean 33,000 foot-pounds in 1 minute."

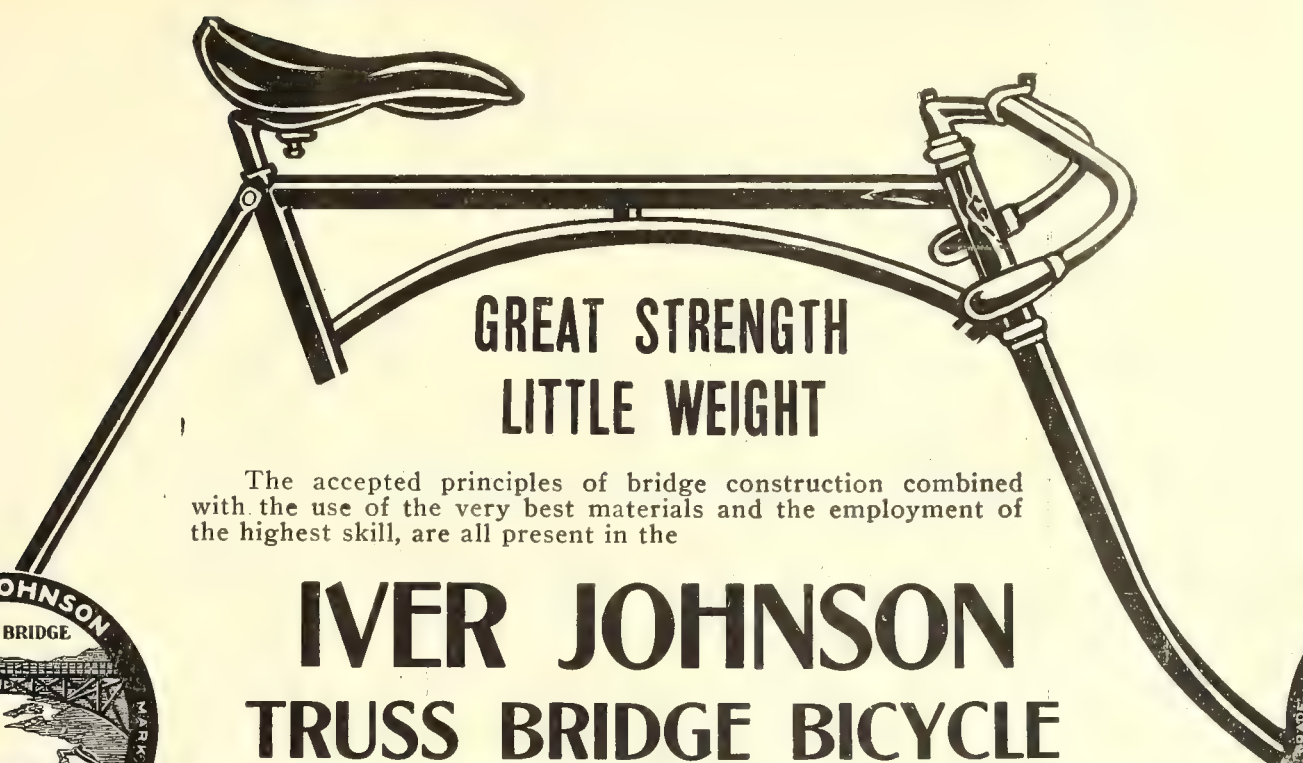
The practical inquirer expressed himself as having been interested by the exposition, but confessed some reluctance to yielding the opinion that there is somewhere a great discrepancy between the "horsepower" of old Dobbin on the farm and the "horsepower" that motorcycle manufacturers and agents talk about so glibly. While what the near-scientist had set forth might all be true, the average man, he maintained, would continue to have visions of something more nearly corresponding to a real horse in working capacity for every "horsepower" in the catalog.

Magneto Weakness and Recuperation.

In automobile practice it has been found that after a magneto has been in constant use for about two years the magnets require recharging; in some instances even 4,000 miles of use have been found to well nigh exhaust them. The usual sign of exhaustion is extreme difficulty in obtaining a spark hot enough with which to start readily with any sort of a mixture. It is one of the peculiarities of magnetos, however, that despite a run-down condition, they will fire regularly once they are started. Magneto makers have discovered also that the magnets have the same virtue of recuperation that is possessed, by dry cells. Thus an instrument that has lain idle during the winter is stronger than ever in the spring or one that is used say only once or twice each week will retain its strength about twice as long as one that is in constant use.

Preparing Lamps for Night Rides.

One of the commonest reasons for oil lamps going out is the choking of the draft holes in the cap of the lamp by heavy deposits of carbon. These deposits should be looked for and removed before any lengthy ride at night is undertaken. Subsequently the flame should be kept down.



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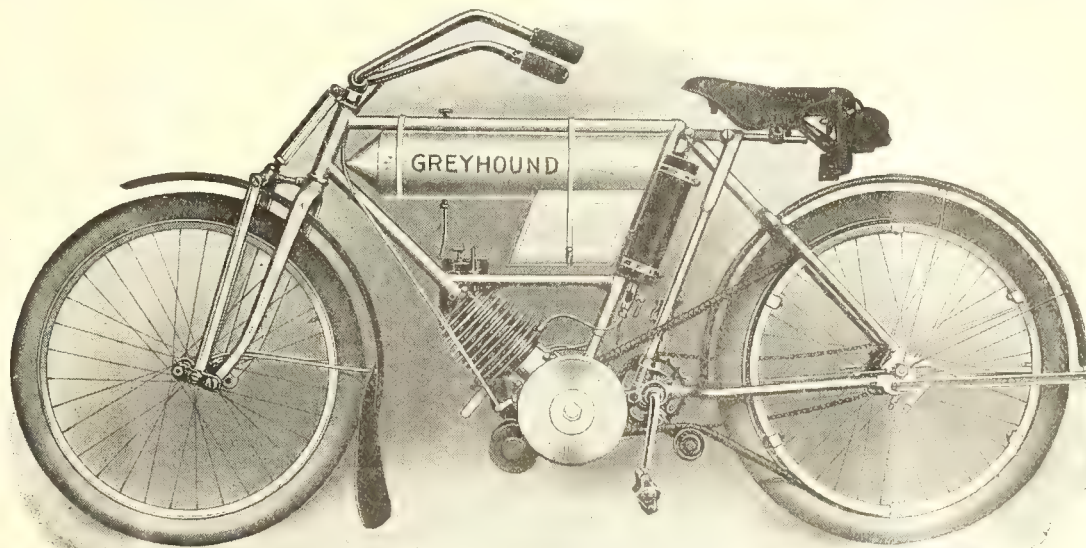
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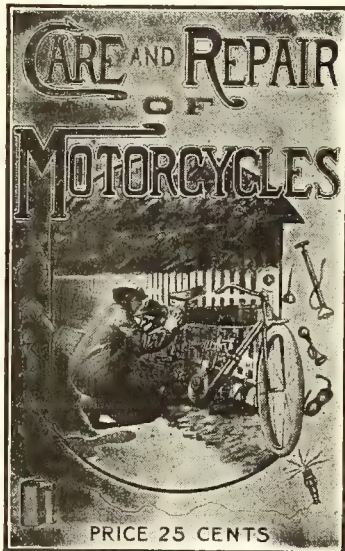
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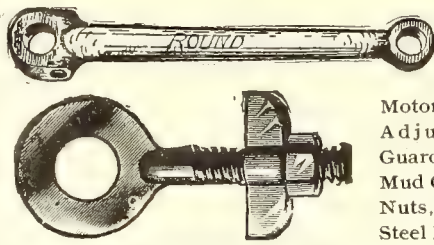


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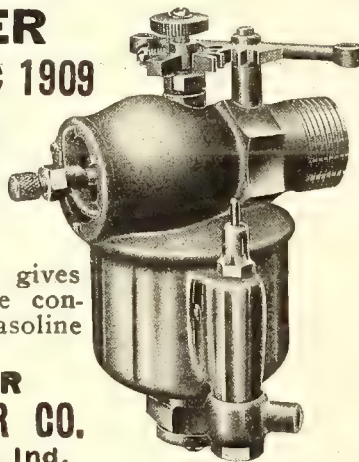
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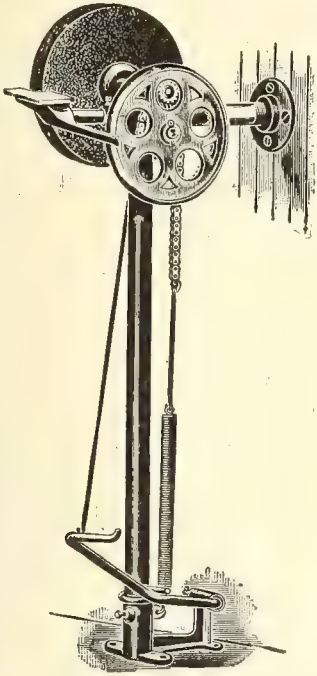
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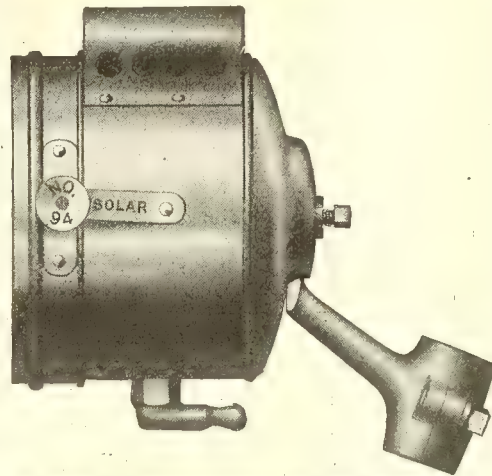


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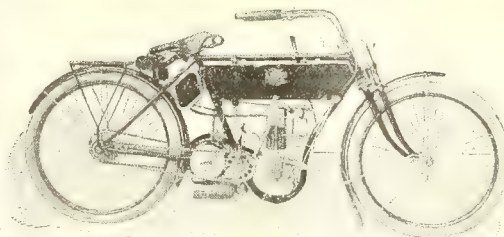
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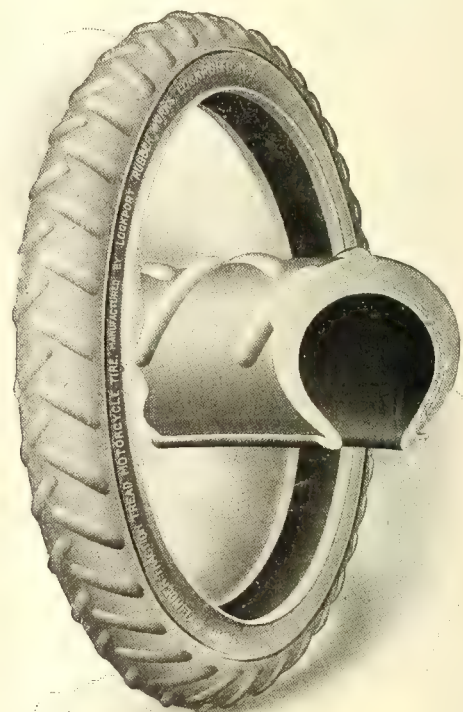
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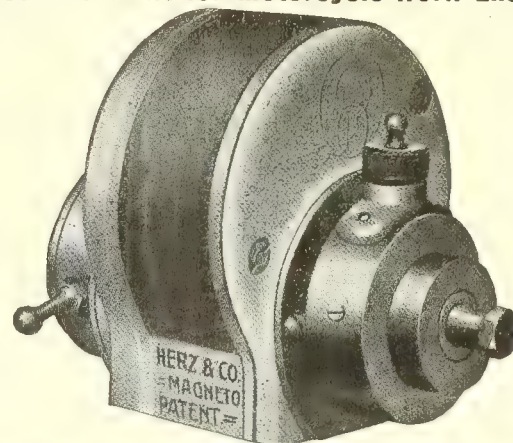
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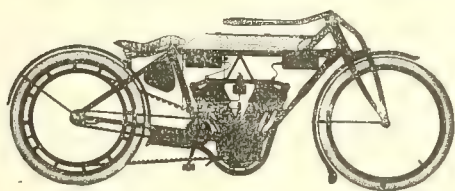
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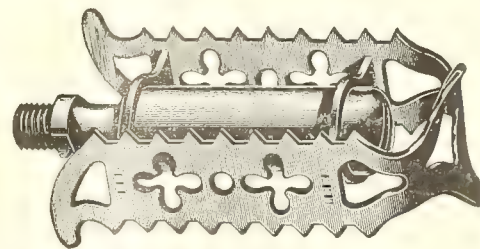
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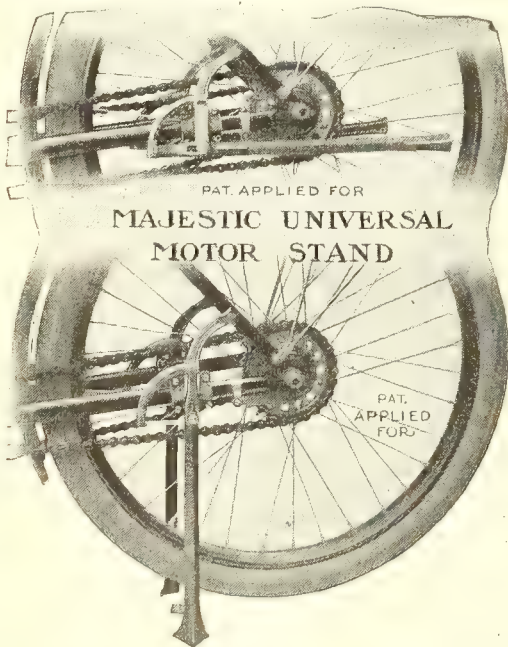
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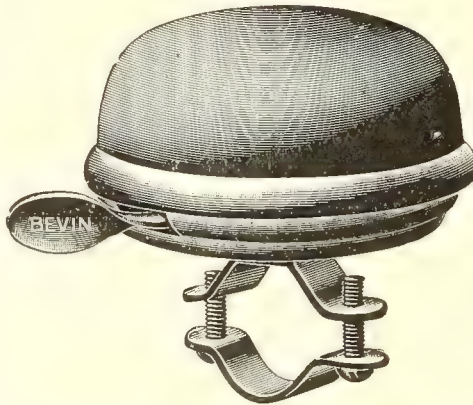
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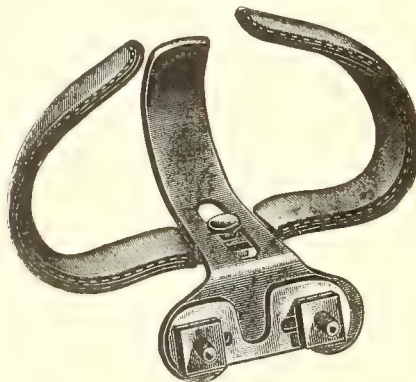
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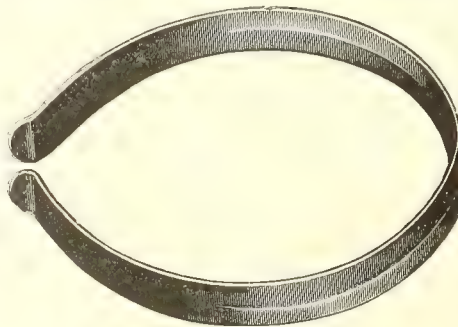
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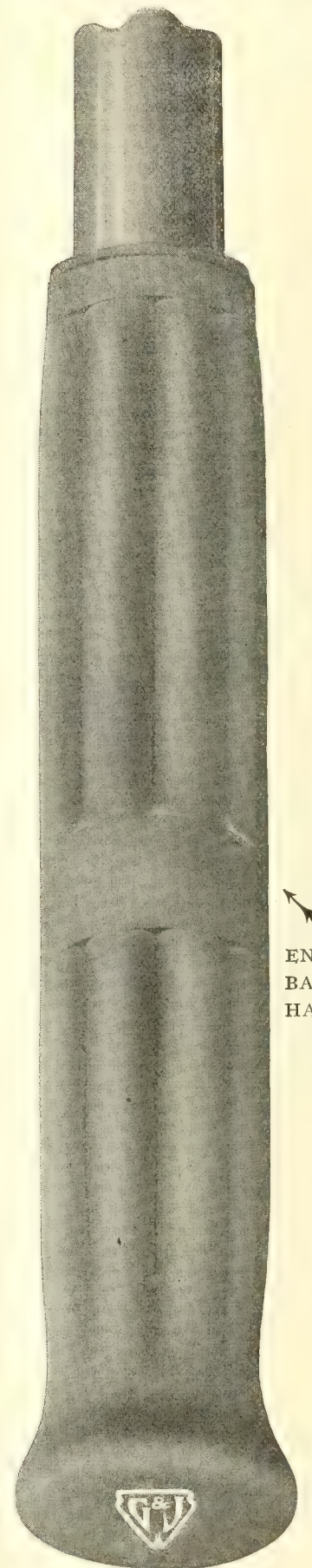


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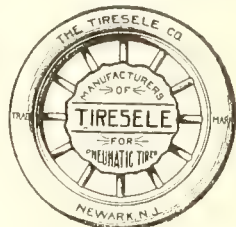
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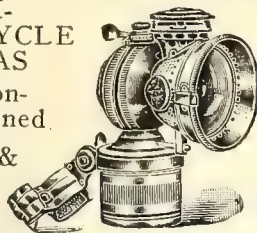
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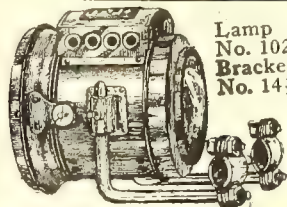


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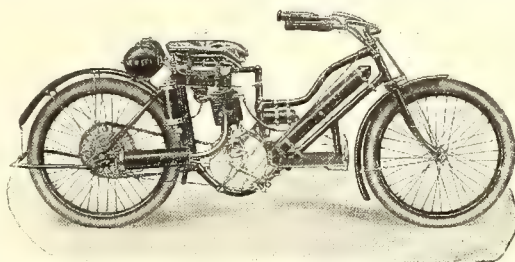
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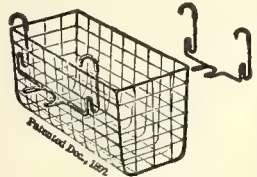
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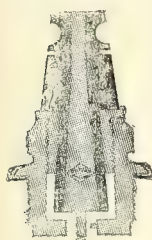


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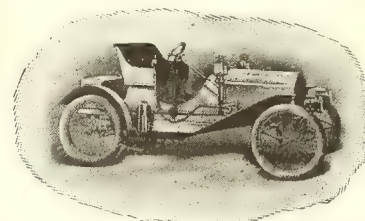
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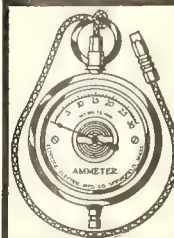
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lots of trouble. This indicates
in EITHER direction. \$3.00.

Eldredge Electric Mfg. Co.
3 P. O. Sq., Springfield, Mass.



"The Motorcycle for Gentlemen"

The 1909 F. N. BIG FOUR or the
F. N. Shaft-Driven LIGHTWEIGHT



Have You Noticed?

That most of the two, three and four cylinder machines are equipped with Mesinger Cavalry Type Motor Saddles, because they have the right shape for comfort and have Fibre Friction Shock Absorbers.

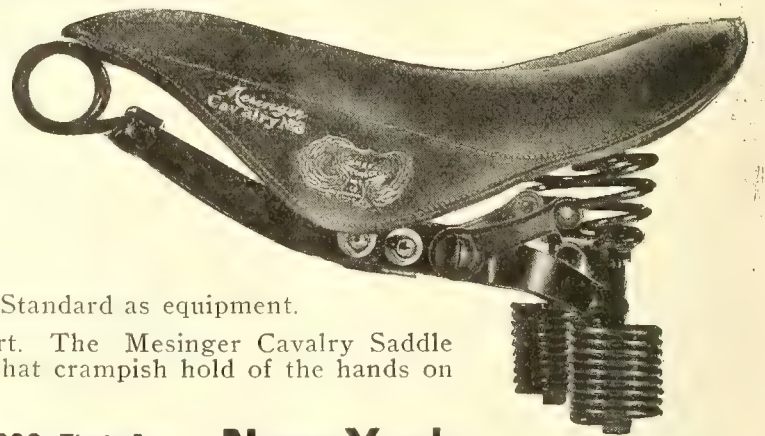
AGENTS AND RIDERS

INVESTIGATE the Mesinger Fibre Friction Shock Absorbers, which checks the rebound and prevents the side-sway.

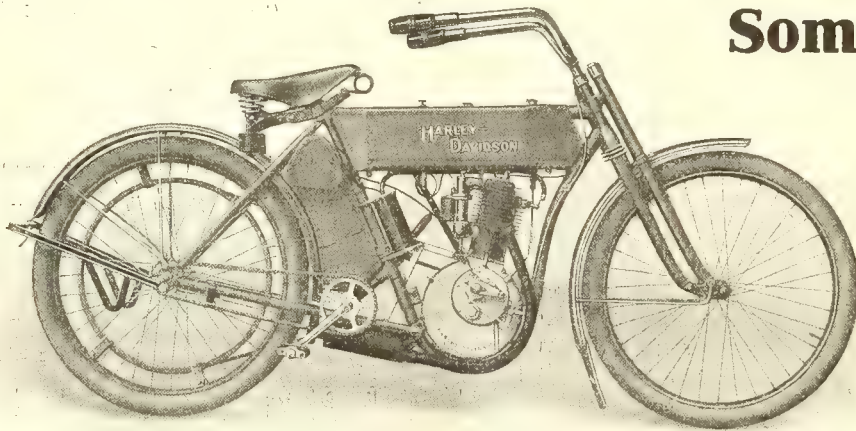
CONSIDER: If you insist you can have the Mesinger Cavalry or Standard as equipment.

There is little difference in the price, but a large difference in comfort. The Mesinger Cavalry Saddle is made like a horse saddle—it prevents you from slipping and avoids that crampish hold of the hands on the handle bars. Ask for our new Illustrated Catalogue.

H. & F. MESINGER MFG. CO., 1801-1803 First Ave., New York



"Cavalry" No. 3
(Patented)



Some day there may be built

a better motorcycle than the

HARLEY-DAVIDSON

but it is not now in sight and the man who waits for it or who seeks for it today will have a long, long wait and a search full of disappointment. There are precious few motorcycles that are even comparable with the Harley-Davidson.

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.

Empire Tires

WEAR LONGEST

EMPIRE AUTOMOBILE TIRE COMPANY, - TRENTON, N. J.

BRANCHES—Newark, 264 Halsey St.; Detroit, 842 Woodward Ave.; Boston, 292 Devonshire St.; Chicago, 20 La Salle St., 1301 Michigan Ave.; New York, 73d St. & Broadway; 148 Chambers St. AGENCIES—Pittsburg, Consumers' Auto Supply Co.; Kansas City, Mo., Empire Tire & Rubber Co.; Atlanta, Ga., Dunham Rubber Co.; Cleveland, O., Motor Supply Agency Co.; Norfolk, Va., Wm. H. Grover; Denver, Denver Auto Goods Co.; Jacksonville, Fla., Savell Rubber Co.; Philadelphia, Penn Auto Supply Co.; Los Angeles, Cal., Pacific Elec. Wks.; Buffalo, N. Y., Empire Sales Co.; Minneapolis, Empire Tire & Rubber Co., Savannah, Ga., Harris Tire Co.; New Orleans, La., H. A. Testard.

SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)

NOTICE Manufacturers of Bicycles,
Jobbers and Dealers:

In order to facilitate the obtaining of

**PARTS of the
Schrader Universal Valve**

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc.
Price List sent on application.

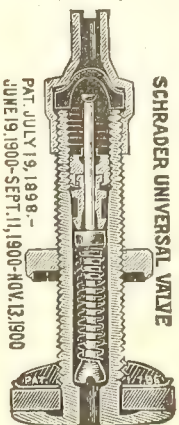
**SIMPLE AND
ABSOLUTELY AIRTIGHT.**

Manufactured by

A. SCHRADER'S SON, Inc.

Established 1844.

**28-32 Rose Street
NEW YORK, U. S. A.**



SCHRADER UNIVERSAL VALVE



99-4



99-1



99-2



99-3

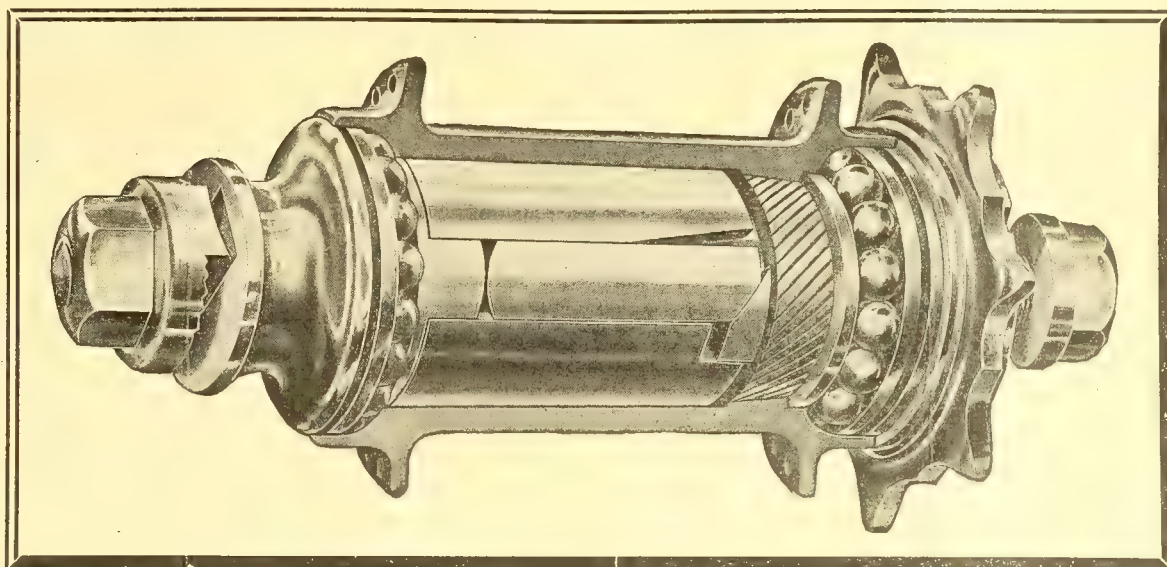


SCHRADER UNIVERSAL VALVE

SMOKED GLASSES

are not necessary to discern

The Extent of the Eclipse



IT is so plain to all those in position to see that it is quite generally agreed that there never was a coaster brake more fittingly named than the

ECLIPSE

The reasons for this overshadowing demand also are plain to all conversant with correct mechanical principles and if they are not plain to you we will welcome the opportunity to set you right.

ECLIPSE MACHINE CO., ELMIRA, N. Y.

Licensed Coaster Brake Manufacturers.

MR. DEALER:

MR. RIDER:

Let us tell you of the marvelous qualities of the

1909 *Thor* LINE

Give us the opportunity to convince you that
WE HAVE THE BEST SELLING AND

**THE MOST SATISFACTORY MOTORCYCLE
EVER PRESENTED TO THE AMERICAN**

PUBLIC

❑ We can prove to you that the *Thor* is supreme in all things.

❑ A *Thor* Single Cylinder Machine went 5 miles in in 4 minutes and 53 seconds at Los Angeles.

❑ Can you place your hand on any other make of single cylinder that can equal this?

❑ Do you know that *Thor* geared transmission has proved so far superior that it has placed all other methods of driving a motorcycle in ancient history?

❑ Write to Department F. We answer quick.

AURORA AUTOMATIC MACHINERY CO., Aurora, Ill.

DISTRIBUTORS

BOSTON:
MOTORCYCLE SPECIALTY CO.,
258 Columbus Ave.

NEW YORK:
JOHN S. LENG & SON CO.,
33 Murray St.

PACIFIC COAST:
A. FREED,
San Francisco, Los Angeles.



The Flowers that Bloom in the Spring

will soon be here and with their coming will be heard more loudly than now

The Call of the Road,

and when that call is sounded

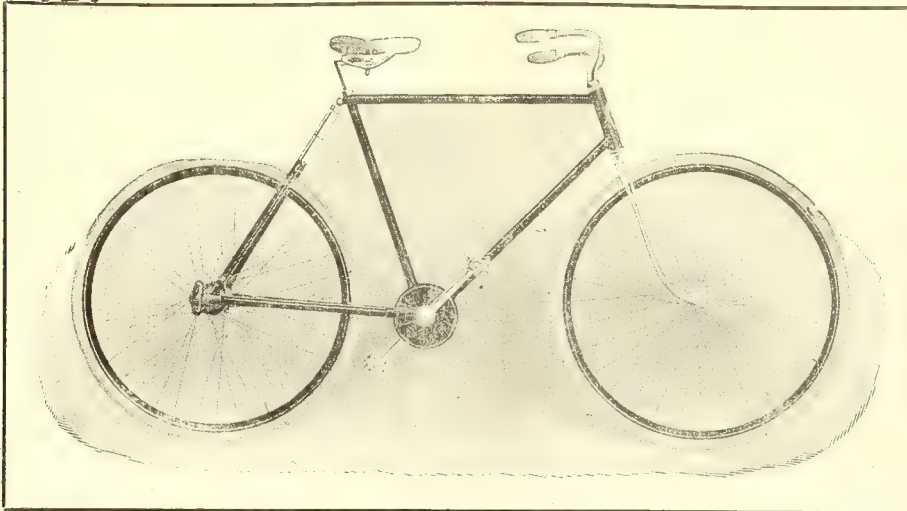
THE CALL FOR KOKOMO TIRES

will become even more insistent than now. He is a wise dealer who heeds the signs and "takes time by the forelock." Are you one of the wise ones?



Kokomo Rubber Co.,
KOKOMO, IND.

PIERCE CUSHION FRAME CHAINLESS



DOES THE *A Drive Shaft and Gears?*
 ORDINARY *Spring Forks?*
 BICYCLE *Cushion Cartridge?*
 HAVE *Rocker Crank Bracket?*

THE PIERCE CHAINLESS is as well made as any piece of mechanism can be; it is also very simple, seldom getting out of adjustment, and if it does, any one can remedy the difficulty.

Our Chainless should be in every dealer's

store. You will always find some buyers who want something better than the average. Such riders always want the Pierce. Ask for our complete bicycle catalog, also motorcycle booklet.

THE PIERCE CYCLE COMPANY

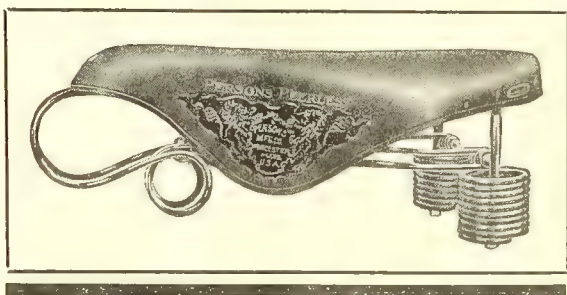
OAKLAND

5 Hanover Street, Buffalo, N. Y.

DENVER

THE SADDLE SITUATION

very aptly may be illustrated as follows:



\$ \$ \$ \$

SADDLES THAT
DO NOT BEAR THE
PERSONS' BRAND.

\$ \$ \$ \$

This is but another way of fixing in your mind that great truth which we previously have remarked in speaking of

PERSONS SADDLES

i. e.:

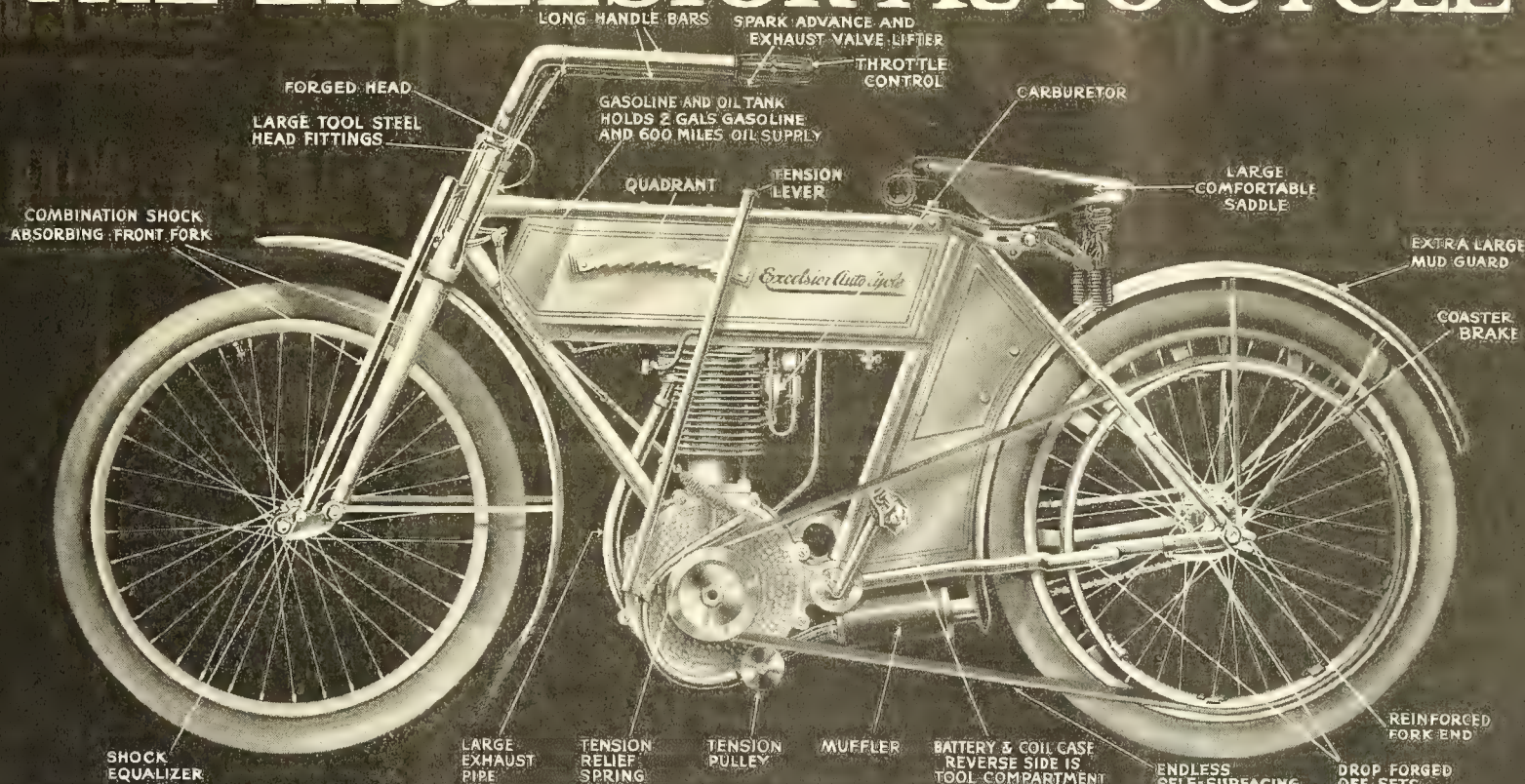
YOU SEE THEM WHEREVER

regard for quality rises superior to the dollar sign.

The manufacturer who produces bicycles or motorcycles "at a price," that is, who must consider the dollar sign first and quality afterward, cannot afford to use Persons saddles. There never was a cheap Persons. Take a look at the machines on the market and grow wise.

PERSONS MANUFACTURING COMPANY, Worcester, Mass.

THE EXCELSIOR AUTO-CYCLE



LOW SADDLE POSITION-LONG WHEEL BASE-LOW DISPOSITION OF WEIGHT

A Few of the Many Points Wherein THE EXCELSIOR EXCELS

- A **POWERFUL, SILENT, VIBRATIONLESS MOTOR** that is big enough for the job and does not wear itself out by excessive speed to meet the overload.
 - A **STRAIGHT LINE FRAME** that is built on scientific lines, with every point of stress properly reinforced, not merely a collection of tubing bent to dodge the motor and accessories and heavy enough to hold up by main strength and awkwardness.
 - A **LOW, COMFORTABLE SADDLE POSITION** that lowers the center of gravity, eliminates skidding and makes the Excelsior Auto-Cycle the touring car of motorcycles.
 - A **SHOCK-ABSORBING FRONT FORK** that acts along the line of impact, that overcomes all road irregularities without jolt or jar.
 - A **LUBRICATING SYSTEM** that places an abundant quantity of oil where it is needed and keeps it there and not on the outside of the machine or the rider.
 - AN **ACCESSIBLE MACHINE**, in which all parts may be reached with the least possible interference with any other part, and the wheels removed without interference with mud guards or other accessories.
 - INDEPENDENT BELT AND CHAIN ADJUSTMENT**, whereby both belt and chain may be kept at proper tension.
 - LOW SADDLE POSITION AND FREE MOTOR**, enabling the rider to stop at will without stopping the motor, rest comfortably in the saddle with both feet on the ground, and proceed by merely advancing the tension lever and replacing the feet upon the pedals.
 - A **MACHINE THAT IS SOLD AT A FIXED AND INVARIABLE PRICE** by established dealers only, thereby protecting the buyer from depreciation in value through price-cutting by overstocked dealers or curbstone brokers.
- A machine that is backed by the financial strength, factory facilities and sterling reputation of a company that has been in business since 1876.

Our new catalog, MC 29, gives full details. Write for it today.

EXCELSIOR SUPPLY COMPANY, (Established 1876) 233-237 Randolph Street, Chicago, Ill.

SOME GOOD EXCELSIOR EASTERN TERRITORY

is still open for allotment. If you desire a slice of it, apply to

STANLEY T. KELLOGG, Eastern Distributor, 2234 Broadway, New York City

E. J. COLLINS
ON A

COLUMBIA

ESTABLISHED

WORLD'S RECORD FOR AUTO-PACED MILE

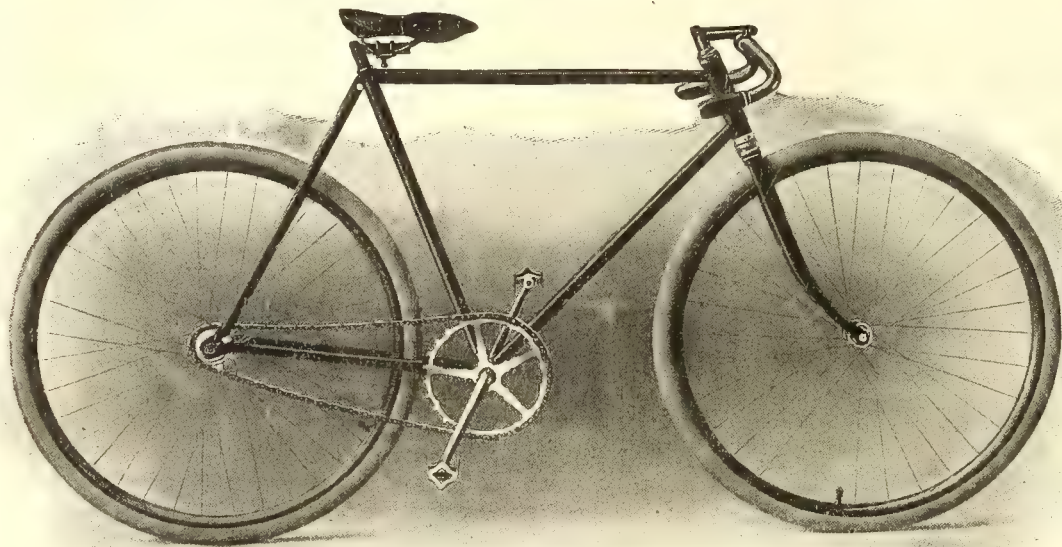
TIME—58 3-5 Seconds
At Daytona, March 26, 1909

Almost every week witnesses some new record on a COLUMBIA or TRIBUNE Bicycle. These bicycles are ridden by a great majority of the successful racing men of national prominence whose livelihood depends upon their winnings and who naturally select the bicycle on which they can make the best time.

What Better or More Practical Proof of Stability and Easy Running Qualities Could be Offered? Think of This When You Hear Theoretical and Ridiculous Claims Advanced for Some Other Wheel.

THE POPE MANUFACTURING CO., Hartford, Conn.

There Are Two Kinds of Agency Propositions
—the Great Western Kind and the "Other Kind."



WE HAVE BICYCLES THAT SELL AND WE HAVE THE TERMS THAT HELP SELL THEM. THE DEALER WHO KNOWS "WHAT'S GOOD FOR HIM" WILL SIT DOWN AND WRITE US WITHOUT FURTHER SUGGESTION.

GREAT WESTERN MFG. CO., LAPORTE, IND.

Makers of Crown and Adlake Bicycles and Fauber Hangers.
WALTHOUR & HOOD, Atlanta, Georgia, Southern Distributors.

Are You On The List?

More Than 300 Agents Are Making a Big Thing on Popular Goodyear Pathfinder Tires this Season. Are You the Live Wire of Your Town?

Goodyear Pathfinder Tires soon get the tire trade wherever they are offered. Nothing has ever been made for the bicycle before that stands up against all kinds of wear, and gives the rider such comfort and ease, at such a moderate price.

The Denver Rubber Tire Works, writing us to rush an order, says:

"The dry climate of Denver is extremely hard on rubber. During the three years we have been dealing in tires here we have handled nearly every brand on the market, and have had but poor success excepting with the very highest grades and some very costly specially made tires.

"Since selling the 'Pathfinder' we have had no trouble whatever. We find it less susceptible to surface checking than our most expensive tires, and for general wear and hard service it is the most durable tire we have yet sold."

Goodyear Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian of special close weave, which, while

very pliable, is of great strength. The Pathfinder Tire's cover is so strong that it outlasts any other made. Yet it yields and springs in your hands. That means resiliency—easy riding—comfort as well as durability.

The reinforcing strip is made of toughened rubber—prepared by our own patented process—which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side of the Pathfinder is pebbled so as to give the rim cement a tight grip and thus prevent creeping.

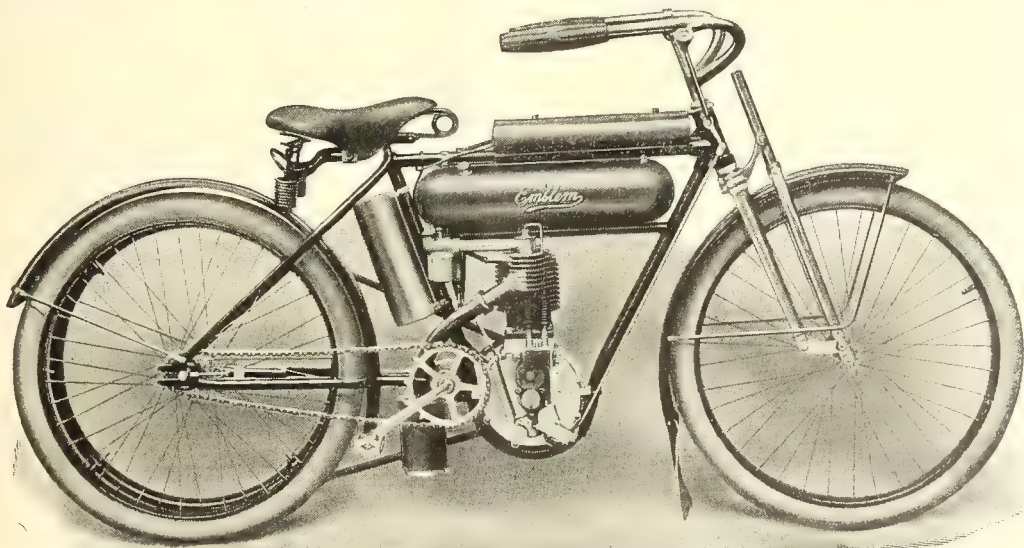
Many bicycle tires cannot be repaired. The end is in sight when they begin to break. But you can repair Goodyear Tires. This is another feature that makes them exceedingly popular.

No wonder our special Pathfinder Tire proposition is making money for agents. If we are not represented in your town this is a chance for you.

Write us today. Ask for a sample section of the Pathfinder and see for yourself what it is. The Pathfinder is made in sizes 28x1 $\frac{1}{4}$, 28x1 $\frac{3}{8}$, 28x1 $\frac{1}{2}$, 28x1 $\frac{5}{8}$. Address

The Goodyear Tire & Rubber Company, Moal Street, Akron, Ohio

EMBLEM MOTORCYCLES PRODUCT OF CO-OPERATIVE LABOR



3 $\frac{1}{2}$ H.P. BELT DRIVE

SPRING FORK **Price \$175**

4 H.P. LOW FRAME

28 Inch Wheels **Price \$200**

BALL BEARING MOTORS
OF OUR OWN MAKE

TRIANGULAR
REINFORCED TUBE
(OUR OWN MAKE)

Is Used in Emblem Motorcycles

EMBLEM SPRING FORK

Makes Riding Enjoyable

Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

EMBLEM MFG. COMPANY, Angola, N.Y., U.S.A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

MORGAN & WRIGHT TIRES

actually kept this man from giving up
motorcycling

He says:

Mount Holly, N. J., Feb. 22, 1909.

"I have been riding a motorcycle for a long time and was about to give up the sport, as I could not get any tires to last the season. Last year I wore out four tires of another make, the last one giving me only 200 miles of service. I then bought one of your casings and have now ridden it 900 miles and not even had a puncture. When the riding season begins, I will get another one of your make, which is the only motorcycle tire made, in my estimation. With them I don't have to hold my breath when going over a rough piece of road for fear that the tire will explode.

"Wishing you the best of success in putting on the market a good tire, I remain,

Yours truly,

"W. L. WILKINSON."

If you want a tire that you can thoroly rely upon for any kind of service, can you do better than to follow this man's example in the selection of your equipment?

Any manufacturer or dealer will honor specifications.

MORGAN & WRIGHT, Detroit

Look for the Diamond E Trade Mark Stamped on Every Spoke



**The Standard
Company**
TORRINGTON, CONN.

Manufacturers of
**SPOKES, NIPPLES, PEDALS
TOE CLIPS and SPARK PLUGS**



A



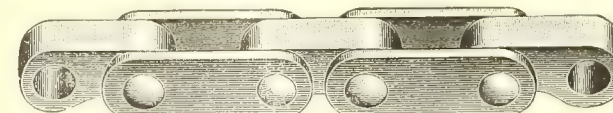
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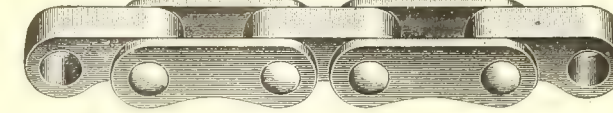
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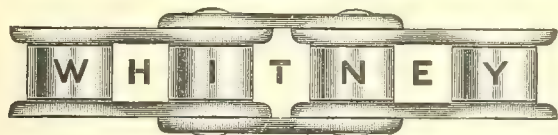
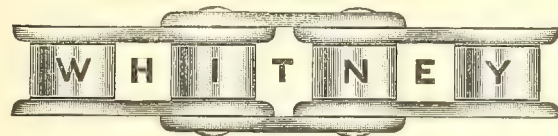


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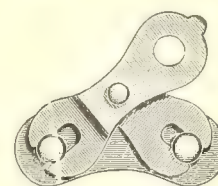
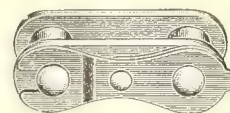
F

With a new equipment of special machinery and tools we are again making a great specialty of Block Chains for Bicycles and Machine Drives.



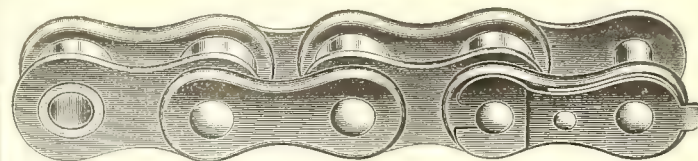
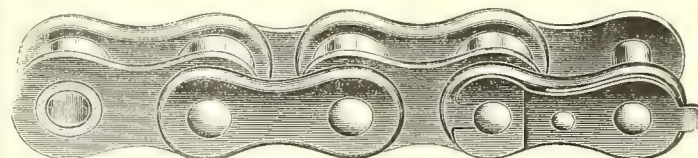
INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch

For Motorcycles, Etc.



**New Patent
Safety
Connecting
Links**

For Bicycle and
Motorcycle Chains



**"Whitney"
Chains**

ARE MADE IN ONE
OF THE MOST
MODERN OF
AMERICAN FIRE-
PROOF FACTORIES

The Whitney Mfg. Co.

HARTFORD, CONN.



VIEW IN CHAIN DEPARTMENT

The Musselman Automatic Coaster and Brake



"A child can put it together."

The brake without the Side-arm

STRONG
SMALL
SIMPLE
LIGHT
POSITIVE
SENSITIVE



"Weighs only 25 ounces."

The brake without the Lock-washer

MADE ONLY BY

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

LICENSED COASTER BRAKE MANUFACTURERS.

Hudson

Hudson

THE HUDSON Advertising Campaign Has Started

WE ARE CREATING THE DEMAND for our agents, and they receive all the benefit, for we advertise for them and to help them. You can have your full share by taking an agency. Write for particulars and we will also send you copies of the Hudson Magazine "ads" showing what we do to help our agents.

The Miami Cycle & Mfg. Co. MIDDLETOWN OHIO

DISTRIBUTORS:

BAKER & HAMILTON San Francisco, Cal.
J. W. GRADY & CO., Worcester, Mass.
ELYEA-AUSTELL CO., Atlanta, Ga.
HAVERFORD CYCLE CO., Philadelphia, Washington, D. C., and Buffalo.
NEW YORK SPORTING GOODS CO., New York, N. Y.

Hudson

Hudson

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, April 3, 1909.

No. 2

CAUTIONARY LABELS ON SHIPMENTS

Required by Law on Certain Classes of Goods—Neglect of the Requirement Gives Jobber a Bad Half Hour.

Because inadvertently he offered for shipment by boat and thence to its ultimate destination by rail, a package of rubber cement which did not bear the red "Caution" label required by the regulations, an eastern jobber one day last week received a shock that took away his appetite for lunch. It was in the form of an official notification that he thereby had violated section 4 of the Federal law of May 30, 1908, and rendered himself liable to a fine of \$2,000 and imprisonment for 18 months.

The notice was not of a summary character, but rather in the nature of a warning and serves to draw attention to the fact not generally known, i. e., that in addition to the Federal law applying to the labeling and transportation of inflammable articles and which, among other things, forbids their shipment on any boat carrying passengers, the American Railways Association maintains in New York a Bureau for the Safe Transportation of Explosives, as it is styled, which is of a semi-governmental character in that Col. B. W. Dunn, of the United States army, is in charge of it as chief inspector.

Colonel Dunn took occasion to tell the jobber in question that explosions arising from rubber cement has caused two large fires, one of them aboard ship.

The association requires a special certification on all shipping orders used for goods of an inflammable character, and also has issued a handbook detailing the regulations governing such shipments and illustrating the labels required. Red "Caution" labels are required for such things as liquid cement, metal polish and all other compounds or mixtures the vapors of which

can be ignited at or below a temperature of 100° F.

Promotions Follow Plow's Resignation.

As the result of the resignation of Henry Plow, who has removed to the west, James P. Krogh has been elected treasurer of the Hartford Rubber Works Co. Previously Mr. Krogh was chief accountant and credit man, having been associated with the company for 13 years. D. W. Pinney, who had been Krogh's assistant for 12 years, has been made assistant treasurer, and Franklin Kesser, the sales manager, and another 13-year man, assistant secretary.

Two Live Texan Dealers Join Forces.

T. Alvan Luter and George Potchernick, two of the really live dealers in San Antonio, Texas, have joined hands and purchased the business of the Butcher Sporting Goods Co., in that city, the style of which has been changed to the Luter Sporting Goods Co. They, of course, are carrying a full line of bicycles and sundries with the Hudson as their leader.

Malone Forms a New Partnership.

J. J. Malone, the cycle and motorcycle dealer doing business at 12 Monroe avenue, Rochester, N. Y., has taken unto himself another partner, Arthur G. Neff; the new firm style is Neff and Malone. Previously it was Forest & Malone.

Fire Destroys a Washington Store.

Fire on Tuesday last destroyed the store of the New York Bicycle Co., at 424 Ninth street, N. W., Washington, D. C. The loss, the amount of which is not stated, is covered by insurance.

Casino Cycle Capitalizes at \$10,000.

The Casino Cycle & Supply Co., of Cleveland, Ohio., capitalized at \$10,000, has become incorporated under the laws of that State. A. A. Kundmiller, E. Bauer and others figure as the corporators.

FOOLED BY FORGED CERTIFICATION

Gliesman's Good Customer Gets Cash on Bad Check—Up-State Maker Also a Victim—Description of Swindler.

Harry A. Gliesman, the New York dealer who operates as the Tiger Cycle Works Co., met a smooth faced stranger two weeks ago and just has discovered that he was "taken in." As at least one motorcycle manufacturer also met the young man and regrets the meeting, the telling of the story should serve to put others on their guard. For the stranger's way are smoother even than his face.

He represented himself to be Howard C. Miller, residing on F street, N. W., in Washington, D. C. He had visited the Boston show, so he said, and there he had become interested in motorcycles. Enroute to his "home," he tarried in New York and wired several motorcycle manufacturers for the addresses of their New York agents. To Gliesman he exhibited their replies as proof that he had done so; also he had obtained their catalogs. "Miller" was in no desperate hurry to make a selection, and after looking over Gliesman's stock he decided he would visit other local stores before reaching a decision.

Gliesman's benevolent countenance evidently impressed him, for he returned on the following Sunday and placed his order for a Reliance, which he desired shipped to his address in Washington, and—oh! yes—he wanted a lamp, a speedometer and a few other sundries, all of which the generous Gliesman supplied. "Miller" was a customer to his liking. The bill came to exactly \$220. Of course "Miller" did not have that amount of cash in his vest pocket, but he did have a certified check on a Washington bank. Would Mr. Gliesman accept it? Who wouldn't accept a certified check on a Sunday when the banks are closed? Glies-

man took it and handed the suave "Mr. Miller" thirty real dollars in change.

The following day he shipped the machine and sundries to Washington. The following day also "Mr. Miller" took a trip up New York State and dropped off at the Reliance factory. There he ordered another machine and cheerfully paid the deposit asked, again with a certified check, which, as luck would have it, happened to be for \$15 more than the required amount. But the Reliance people were obliging and passed over the \$15 and saw "Mr. Miller" to the door.

They have not seen him since, nor has Glieman. But both have the checks as souvenirs of his visits, and Glieman also has notice from the express company that "Miller" is not known at the address in Washington to which the machine was shipped. The address, like the checks, were bogus and the certification a forgery. The Washington bank stated that "Mr. Miller" had played the game before but previously in the western part of the country.

So far as known no other motorcycle tradespeople were victimized, but at least one billiard table manufacturer in New York was buncoed to the tune of \$150.

"Miller" is described as being a near-blonde, about 5½ feet tall, of sturdy build and prosperous appearance. He looks to be 32 or 35 years old, has a round, smooth face and speaks good clear English.

Wells Coming Back to America.

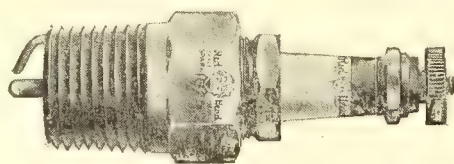
W. H. Wells, who for a number of years and until its recent failure, was identified with the South British Trading Co., of London, is on his way back to America. He has been engaged by the Hendee Mfg. Co. and probably will play a part in its racing affairs. Fifteen years ago Wells was prominent in club and racing affairs on this side of the water. He was a member of and at one time the captain of the Kings County Wheelmen of Brooklyn, N. Y., once the almost undisputed "road kings" of America, and later he raced as a member of the Spalding track team. While in London he had charge of the South British Trading Co.'s motorcycle department, which assembled and marketed the Vindec motorcycle, and was conspicuous also in club matters and competitions.

Features of a New Spark Plug.

Although it is scarcely two months since the Emil Grossman Co., 296 Broadway, New York, was formed to manufacture spark plugs, etc., Grossman's experience and connections were such that already he has been enabled to place his plug on the market. It is styled the Red Head, and is made with either mica or porcelain insulation, and having metric threads it is suitable for motorcycle usage. The general design of the plug is shown by the accompanying illustration. The shell of base is of approved design. The bushing is forced down upon the shoulder of the porcelain to make a good, tight joint. One copper asbestos washer

only is used, and that is between the inner shoulder of the porcelain and the shell of the plug. The porcelain is of the cylindrical type, with ample asbestos packing at both ends of the spindle to prevent possible leaks and blowouts. The clay from which it is made has been specially treated and aged to produce such a non-breakable insulator that the makers guarantee that it will not crack from heat. A special baking process is used to add to the durability of the porcelain.

In the mica plug the core, which is interchangeable with the porcelain, is spe-



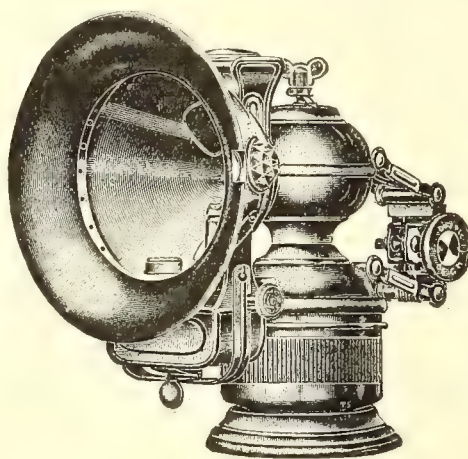
core to become disintegrated. The sparking points are unusually large.

The Red Head retails for \$1, but in order to quicken its general introduction the Grossman company is distributing to dealers a certificate which on presentation to any jobber will entitle the dealer to two plugs wholly without cost.

Gas and Oil Lamp in One.

While numerous efforts to produce a combined oil and gas lamp have been made, all of them came to naught, but a recent creation of the sort which just has been placed on the London market is such a big improvement on the earlier productions, and is withal so simple as to merit serious notice.

The Milton lamp, as it is styled, is shown specially prepared under a secret formula. It is pressed into such a compact, almost homogeneous mass in a special press that it is claimed there is absolutely no chance for the



by the accompanying illustration and in it no attempt is made to convert a carbide pot into an oil reservoir; instead, two separate lamps are combined in the one, the gas burner comprising the main lamp and the oil burner being supplementary thereto. The latter, as will be seen, consists of a small oil reservoir and burner which are neatly stowed away under the projecting hood, through a slot in which the burner with its wick projects. It is expected that the

lamp will meet the wants of those given to long journeys at night or in those parts in which there is no assurance that carbide is readily obtainable.

How a Chain Brush Does Damage.

While at first thought the use of a chain brush would seem a desirable acquisition to the cause of cleanliness and efficiency, practice does not substantiate this theory. While the outer surface of the chain is kept reasonably free of dirt by the use of a brush this feature is not so important as is the prevention of grit and mud from reaching the inner working surfaces.

It is here that the device defeats the very object which it was intended to serve. The constant passage of the chain through the brushes, causes all surface accumulations of grit and stone to be forced down into the rivets and working faces, where it acts as an abrasive and causes rapid wear of the links, and stretching of the chain. There is also a constantly increasing mass of muck accumulating around the brushes, and through which the chain is continually passing. In addition to shortening the life of the chain, this mixture keeps it constantly coated with a greasy black paste, and makes the chain very disagreeable to handle if tire trouble or other mishap necessitates the removal of the rear wheel. Another objection, if one were needed, is that the bristles rapidly wear out, through contact with the chain and the brushes require to be replaced frequently.

Care and Repair of Band Brakes.

With the advent of band brakes on motorcycles more than usual attention to the brake equipment will be required. Upon returning from a run over muddy roads the drum and band should be cleaned off. If this is not done rapid and unnecessary wear will result. Where the internal type of brake is used a frequent flushing out and the injection of a small quantity of oil will prove beneficial. The oil will prevent undue heating of the brake on long descents and keep it from "biting" when applied too suddenly and thereby wearing out the tires. Too much oil should not be used lest it cause the brake to slip at an inopportune moment with disastrous results. A frequent source of lost power is the dragging of the brake bands. This can be easily detected by running the machine for a short distance and gradually coming to a stop without using the brake. If the band is found to be warm to the touch it denotes undue friction and the proper adjustment should be made without delay.

How to Determine Tire Loads.

When it is desired to find the weight carried by each tire run the forward end of the machine on a scale until the center is in line and on a level with the edge of the platform. The result will be the load carried by the front tire. Reverse the procedure to find the load carried by the rear tire.

FEBRUARY ANOTHER GOOD MONTH

Export Figures Continue to Show an Upward Tendency—Gains Made in Ten Geographical Divisions.

Whether or not it marks a turn of the long receding tide, cannot be satisfactorily forecasted, but the fact that for two successive months the exportation of American cycles and parts has shown a sharp upward tendency is more than cheering. In February, as in January, the official returns disclose some real improvement, the business for the shortest month of the year reaching a total valuation of \$68,358, as compared with \$56,529 in February, 1908.

Gains are shown in no less than ten of the geographical divisions of the 18 in the commercial world. The notable increases have been made in the United Kingdom, France, Other Europe, and British North America. Belgium and British Australasia, while they are not large customers, made very large advances in the volume of their purchases. The total volume of trade with the countries where gains have been made was \$64,052, a gain of \$23,956, as compared with February, 1908. Trade with the countries whose imports fell off totaled only \$4,406, a loss of \$12,027. The net gain for the month, therefore, amounts to \$11,829. Among the countries increasing their purchases the United Kingdom leads with a jump from \$5,395 to \$12,487, while British North America comes close after with its increase from \$7,227 to \$12,007.

For the eight months ending with February, 1909, the exports aggregated \$468,281, as against \$535,085 for the corresponding period in 1908. The only geographical divisions in which gains were made were Belgium, the Netherlands, Other Europe, Argentina, which country bought nothing in February last, and Other Asia and Oceania. Other Europe advanced from \$52,388 to \$108,038, nearly recovering the decline shown in the corresponding eight months of 1908. Following are the figures in detail:

Exported to—	February		Eight Months Ending February		
	1908	1909	1907	1908	1909
United Kingdom	\$5,395	\$12,487	\$167,481	\$70,325	\$58,534
Belgium	1,000	3,472	17,892	16,116	21,774
France	537	4,342	10,829	21,477	20,206
Germany	2,387	680	23,098	17,908	12,779
Italy	1,620	1,945	15,562	17,561	14,066
Netherlands	3,762	3,975	23,323	18,751	25,649
Other Europe	11,587	14,323	118,604	52,388	108,038
British North America	7,227	12,007	21,398	34,811	32,301
Mexico	7,224	2,004	64,962	62,462	37,735
Cuba	2,077	2,434	23,066	28,832	12,756
Other West Indies and Bermuda ..	2,625	539	13,603	18,189	10,159
Argentina	531	86	12,555	10,077	11,333
Brazil	287	....	6,413	6,113	3,370
Other South America	1,315	523	14,086	9,613	7,325
Japan	3,471	3,968	99,650	68,400	29,356
British Australasia	3,420	4,999	55,772	66,134	40,954
Other Asia and Oceania	1,643	291	18,968	10,414	15,856
Other countries	421	283	8,308	5,514	5,090
Total	\$56,529	\$68,358	\$715,570	\$535,085	\$468,281

Pope Receivers File Final Account.

All proved claims against the estate of the old Pope Mfg. Co., of Hartford, Conn., having been paid and the concern having been dissolved by the decree of the court of chancery in New Jersey, the receivers, Albert L. Pope and George A. Yule, last week filed their final accounting with the clerk of the Superior Court at Hartford, together with a petition for their discharge. Although accepting the final account and discharging the receivers from further duties in direct connection with the receivership, Judge Robinson would not cancel the receivers' bond of \$200,000, but reduced it to \$20,000, and the receivers were allowed to pursue the suit in the Superior Court against the board of relief over taxes due the city of Hartford.

British Exports Show a Recovery.

The slight set-back which marked Great Britain's cycle export trade during January was more than counterbalanced by an increase in the February shipments, which attained a total valuation of £148,241 as against £129,183 in the corresponding month of last year. The total was made up of 9,534 complete bicycles, valued at £42,836, and parts to the value of £105,408. For February, 1908, the record was 9,180 bicycles worth £43,515—a slightly higher average value per bicycle than now prevails—and parts to the value of £85,668. During February last Great Britain's imports of cycles and parts decreased from £19,872 to £16,980.

Repair Shop Opens up in Harrisburg.

Chester B. Smith has opened an extensive repair shop on James street, near Reily street, in Harrisburg, Pa. Smith is an old bicycle man who latterly has been interested in automobiles, but in his repair business he will pay as much attention to the two-wheelers as to the four wheeled vehicles.

Will Handle Motorcycles in Lowell.

Leonard Huntress, Jr., has embarked in the motorcycle business in Lowell, Mass. He has the agency for the New Era for that city and vicinity.

YEAR OF DECLINE FOR GERMANY

Exports Show a Falling Off in 1908 of About \$2,500,000—Countries Where the Trade Was Distributed.

For the year 1908, the statistics for which just have become available, Germany's exportation of cycles and parts attained a total valuation of \$14,126,790, which, compared with the record for the previous twelve-month represents a decline of \$2,500,000, in round figures.

The year 1907, when it reached a value of \$16,608,250, probably represented the high-water mark of the German export trade, the growth of which was as remarkable as was the falling off of America's foreign business, which once headed the list. But despite the decline, the Germans still are far ahead of their closest rival, Great Britain, which during 1907 exported cycle stuff to the value of \$7,000,000.

The great bulk of the Germans' business was made up of cycle parts, the exports of complete machines for the year 1908 aggregating \$2,336,790 in value, the number of machines being 143,382, as against 150,263 in 1907. In the order of their importance the principal purchasing countries were as follows, those marked with an asterisk having increased their purchases: *Denmark, \$1,047,965; Holland, \$373,380; Switzerland, \$303,200; Russia, \$116,910; Belgium, \$102,400; Sweden, \$87,030; *Norway, \$43,945; *Bulgaria, \$36,415; *Roumania, \$29,975, and *Italy, \$28,360.

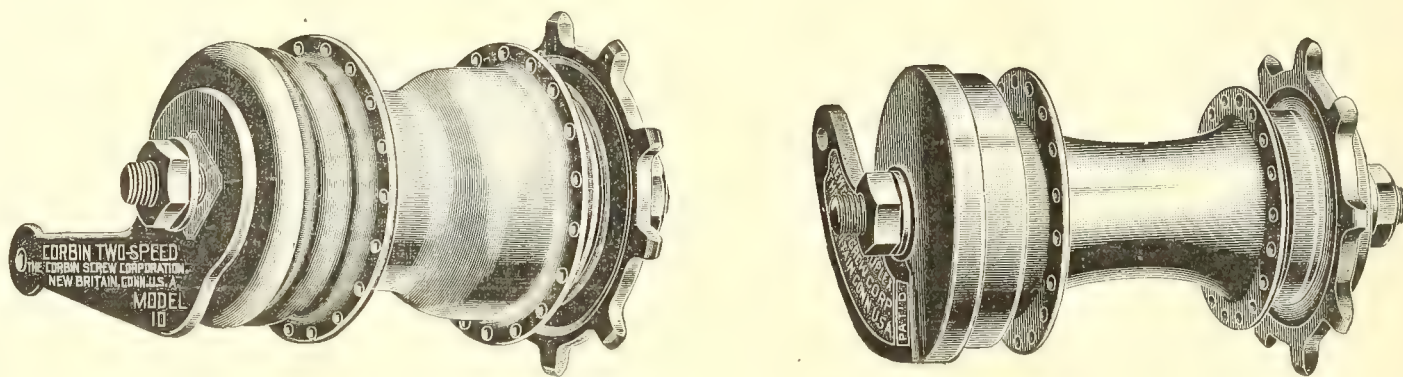
The trade in cycle parts attained a total value of \$11,790,000, as against \$14,082,000 for 1907, a loss of \$2,292,000. The following table indicates the shipments to the different markets, an asterisk marking the countries in which gains were made:

Great Britain	\$2,096,285
Denmark	1,852,080
Holland	1,654,565
France	1,317,675
*Austria and Hungary	1,206,565
*Italy	957,855
Belgium	725,215
Switzerland	623,065
*Australia	262,110
*Russia	199,290
Sweden	197,510
United States	86,400
*Norway	80,425
*Argentina	76,710
*Finland	57,010
*Spain	49,900
*Roumania	44,250
*Egypt	41,180
*New Zealand	32,300
*India	31,140
Mexico	26,160
Dutch East Indies	25,030
South Africa	21,800

De Silva Managing an Ajax Branch.

H. M. De Silva, who for several years has represented the Ajax-Grieb Rubber Co., "on the road," has "settled down," so to speak. He has been appointed manager of the Ajax branch in Chicago.

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The Incorporation of Clubs.

With the rapid increase of motorcycle clubs and the prospects of great activity of a competitive nature, the officers of such organizations as may contemplate the promotion of contests of any sort will do well to consider the advisability of incorporating their respective clubs.

Every organization of whatever sort is possessed of its quota of hare-brained members who apparently have no regard or small regard for either God, man or devil, and who deport themselves accordingly, and usually a competitive event serves to attract other men of the sort who similarly are not given to counting the possible cost of their actions or accidents. When such persons, or when even well meaning novices make use of instruments capable of high speed, distressing occurrences easily are possible, particularly during the heat of rivalry.

It is to safeguard each individual member from the possible legal results of such unfortunate happenings that incorporation is desirable and advisable. Unless a club is incorporated each individual member is responsible for its debts and its doings; it is possible, therefore, for an aggrieved person to make any of them the defendant in an action at law which he may institute to satisfy his alleged wrongs; usually and nat-

urally the member or members selected for such purposes are those who possess property or other evidences of being able to satisfy a judicial judgment and generally speaking such men are most desirable as members.

When a club is a corporation such legal proceedings are possible only against the corporation; in other words no individual liability attaches to membership and only the man concerned in an occurrence can be made a co-defendant with the corporation.

Not all of these facts are known to the average club member and because such legal proceedings comparatively are rare, in many instances no cognizance is taken of them even when knowledge of the situation exists. Nevertheless it is the better part of wisdom to be forearmed and as the process of incorporation usually entails an expense of only \$25 or less the protection it affords is in the nature of money well spent. And the protection is as desirable for the members of bicycle clubs as for those comprising motorcycle organizations, for bicycle contests held on the public roads are more frequent and more easily possible than are similar events in which the power propelled bicycle is employed.

The Dishonoring of Amateurism.

Out in Salt Lake City, where, despite some more or less holy denials, it is positively known that it long has been the more or less surreptitious practice of the track managers to give amateurs cash as prizes, even the sporting writers seem to entertain peculiar notions regarding amateurism. Thus, the Salt Lake City Tribune, which apparently is not wholly in ignorance of the miserable proceedings, says:

The new ruling made by the N. C. A. that all amateur prizes must in the future be distributed by the referee of the track, will hit some of the "simon pures" right in the neck. Of course the amateur riders have all saved their prizes and it makes but little difference to them who distributes the blue ribbons, but there will be many long drawn out looks on their faces as the referee hands out the gold (?) and German silver watches, diamonds and bronze medals. Chairman Kelsey says that the N. C. A. officials have been very lax during the past five or six years with the amateurs and an effort will now be made to weed out the "pros." An amateur is supposed to race for blue ribbons, but the boys cannot see it that way. With big expenditures for bicycle parts and tires every week it is argued that watches and bronze medals will not pay for the repairs.

These are the sort of "boys" whom every

man interested in clean sport should assist in "smoking out," and in forcing them into the professional class where they belong. If they "need the money" to pursue the sport they should earn it honestly. The supposed amateur who accepts cash as his prize or reward is both dishonest and dishonorable, and if he were made to understand the fact, sport would be cleaner and the real sportsman—the genuine amateur—be more numerous. The man who pays cash to amateurs is a party to and shares the dishonor.

The Cost of Frelinghuysenism.

If, as seems probable, Maryland and Pennsylvania both make a reciprocity clause a feature of their new laws applying to motorcyclists and automobilists, the cost of Frelinghuysenism will be brought keenly and directly home to the touring New Jerseyman, especially if he tours in company with a New York motorcyclist.

While the New Yorker, whose State exacts no admission fee from non-residents, will be able to enter both Pennsylvania and Maryland without cost, the Frelinghuysened Jerseyman will be compelled to "pay as he goes." It will prove a striking object lesson, but the fact that Maryland is making ready to impose a registration fee and a tag on motorcycles is to be regretted.

The F. A. M. obtained their exemption from the present automobile law and their prospective inclusion with automobiles is in the nature of the first backward step; and evidently the fees likely would be greater and the tags larger had not the local Baltimore club thrown itself into the breach and obtained concessions.

The Classification of Beach Records.

How to class the marvelous motorcycle records made on the Florida beach last week is a pretty question, capable of much discussion. They certainly cannot rank as or displace track records, and after all is said, the only proper solution appears to be to catalog them as road records. Heretofore only the mile record was involved, and it was easy to dispose of it under the heading "Straightaway," but as of last week's rich harvest a number of the performances were made with one or more turns, necessarily slow ones, the straightaway classification will not hold true. "Road records," in which no account is taken of turns, seems therefore to be the only proper designation, for certainly the beach is no better than a well made, well kept road.

CORRESPONDENCE

Where License Tags Must be Carried.

Editor of the Bicycling World:

Please advise me how many license tags I shall need to use the roads of Pennsylvania, New Jersey, Connecticut, Massachusetts and Maryland. Is it necessary to obtain such tags when only one or two days are spent in a state?

HENRY CLARK, New York City.

[At the present time it will be necessary to obtain tags to stay in New Jersey (price \$2), or Pennsylvania (price \$3), even one minute, but a new bill is pending in the latter state which, if passed, as appears probable, will exempt non-residents for 10 days. Connecticut, Massachusetts and Maryland already exempt them for short periods.]

No Such Thing as a "Tourist's Pass."

Editor of the Bicycling World:

In June next I intend to make a motorcycle tour through Massachusetts and all the states as far west as Iowa, and would like your advice as to licenses in the different states. Could I get some kind of a tourists' pass to avoid arrests for lack of license, or would I have to get licenses for each state where it is required?

CARL OTTO, New York City.

[There is no such thing as a "tourists' pass" or other form of general inter-state registration. A surprisingly large number of tourists "take chances" and get through even such "closed" states as New Jersey and Pennsylvania with nothing more than the tag of their home state, but the only safe way is to comply with the law of each respective state. Most of them, however, exempt non-residents.]

Complains of a Lack of Power.

Editor of the Bicycling World:

I have a $2\frac{3}{4}$ horsepower belt driven machine, which will not develop the power it should, and I have done everything I could think of to remedy the trouble, but without success. It will run all right with the spark in any position, and the throttle open about one-eighth of an inch, but if the throttle is opened any more the engine will slow down and if given a full throttle it will buck and choke and almost stop. I cannot throw my crank over dead center, nor can I make piston go to the end of the compression stroke; it stops and bounds back. If I close the throttle again to about $\frac{1}{8}$ -inch opening the engine will pick up and run regularly, but will not give much power. I have tried three carburettors and get the best results from the Indian device. Do you think it would help me any if I raised my cylinder to reduce the compression? The spark occurs $\frac{1}{4}$ -inch over dead center when fully advanced, and one-quarter way down the stroke when retarded.

The exhaust valve opens when the crank passes over the center on the down stroke,

and closes just as the piston starts down on the suction stroke. The compression is good, and the batteries are new, and give a good spark. Any assistance which you can give me in locating the trouble will be greatly appreciated.

G. W. MORRISON, Pittsburg, Pa.

[The lack of power is due to your engine being timed too late. The exhaust valve should open when the piston is within from $\frac{1}{4}$ to $\frac{3}{8}$ of an inch of the bottom of the power stroke, and close slightly before, or just at the top of the exhaust stroke. If the gears are marked they should be meshed with the marks facing each other. When the spark is advanced it should occur about $\frac{1}{4}$ inch before the piston reaches the top of the compression stroke, and when retarded it should take place $\frac{1}{4}$ inch past the center. Nothing will be gained by raising the cylinder to reduce the compression, and the fact that the engine lacks power when running regularly suggests lack of compression instead of the reverse condition. The easiest and simplest way to lower the compression, however, is to loosen the spark plug slightly and let a small portion of the charge leak past the threads. The carburettor trouble apparently is caused by your failure to give a proper mixture at all speeds, due probably to improper adjustment. You cannot take any carburettor at random, and expect to get good results unless it is adjusted to the engine. The fact that your motor chokes on full throttle is plain indication that the mixture requires more air or that the carburettor is flooding and delivering an excess of gasoline.]

Origin of the "Marathon" Race.

Editor of the Bicycling World:

In a recent issue you mention the "marathon" race. I have been asked time and time again the meaning of the word "marathon" and could not answer it. I looked in the dictionary, encyclopedia and climbed a tree and looked in a squirrel hole, and even then could not find it. Perhaps it may be in the Bible, where the deaths and births records are kept, but I wouldn't dare look in it. Will be very grateful to you if you will explain the meaning of the word and its application to racing.

HARRY H. SHEETS, Alton, Ill.

[Marathon was a village on the east coast of Attica, situated in a plain of the same name, about six miles in length and three miles in width. It is gloriously memorable as the scene of the defeat of the Persians under Datis and Artaphernes by the Greeks under Miltiades, in 490 B. C. As nearly as can be reckoned the distance between Marathon and Athens was 26 miles 385 yards. According to Grecian history, as soon as the great victory of Miltiades was accomplished he dispatched a fleet runner to carry the news to the waiting assemblage of feverish Greeks in the stadium at Athens. Historians tell us that the young message bearer's name was Phidittides and that he ran the entire distance between Marathon and Athens clad in the cumbersome armor of

COMING EVENTS

April 11, San Antonio, Texas—San Antonio Cycling Club's annual 11 miles Mission Loop race; open.

April 17, Philadelphia, Pa.—Bicycle Marathon road race; open.

April 25, Brooklyn, N. Y.—Linden Motorcycle Club's century run; open.

April 25, New York—New York Motorcycle Club's field day at Morris Park track.

April 25, Los Angeles, Cal.—Los Angeles Motorcycle Club's race meet on Stadium track; open.

April 25, Brooklyn, N. Y.—Eastern Division Century Road Club Association's annual spring century run; open.

May 2, Valley Stream, N. Y.—International Cycle Association's 10 miles handicap road race; open.

May 9, Brooklyn, N. Y.—New York Motorcycle Club's double century run; open.

May 9, Jersey City, N. J.—New Jersey Division C. R. C. of A's annual spring century run; open.

May 16, Brooklyn, N. Y.—Century Road Club of America's spring century run; open.

May 30, Plainfield, N. J.—Plainfield Cycling Club's 25 miles handicap road race; open.

June 8, Newport, Ind.—Danville (Ill.) Motorcycle Club's hill climbing contest; open.

the period. After proclaiming the victory he melodramatically fell dead. The Grecian government accepts the story which has been handed down from generation to generation and in 1896 established the marathon foot race over the old road upon which Phidittides ran to perpetuate admiration of the feat.]

Gear Cases not Made in America.

Editor of the Bicycling World:

Can you tell me where I can obtain a chain guard for bicycles that will enclose the chain and sprockets and protect them from mud and dust—something like the casing on a chainless gear?

GRANT MOORE, Maplewood, N. Y.

[Nothing of the sort can be obtained this side of Great Britain. Regrettable to state, gear cases, as they are styled, have not been manufactured in America for many years and for almost inexplicable reasons found small favor when they were produced here.]

Damage Caused by "Racing" Engines.

It should be remembered that all unnecessary revolutions of the engine, such as racing it on a stand, shortens its life. Aside from the cost of gasoline, oil and wear and tear, from which there is no return, it is an unwarranted noise, and an irritation to men and mechanism.

PASSING OF THE CYCLING DERBY

Famous Irvington-Milburn Race Likely to Disappear from List of Sports—Its Latest Promoters Discouraged.

Unless some club other than the Bay View Wheelmen of Newark undertake the management of the celebrated Irvington-Milburn handicap road race that historic event will become but a memory.

Rumors that the Bay View Wheelmen practically have decided to drop the promotion of the time-honored Irvington-Milburn were confirmed this week, when President John Felts of the Bay View Wheelmen stated that the race likely will lapse for want of support. It was known some time ago that the Bay View Wheelmen had not applied for a sanction from the National Cycling Association, but it was thought that there was no danger of the event not being held, which idea was what prompted the Roy Wheelmen of New York to schedule their "First Bicycle Marathon" for June 13th instead of asking for a sanction for May 30th.

The first Irvington-Milburn race was held 21 years ago and the event has been conducted annually since, having come to be known as the derby of American cycling. For a long while after its inception the race was conducted by New York clubs. When a lull of interest in bicycle racing became apparent the management of the historic derby passed to other hands, finally passing to the Bay View Wheelmen, who have promoted it for about five years.

Due principally to lack of support on the part of manufacturers, the race for years has been a losing venture financially, and several times the Bay Views have had to dig down deeply into the club treasury. It is this fact that has discouraged the big Newark club and indications are that the last of the Irvington-Milburn bicycle races have been run. In view of this the present indications are that the Roy Wheelmen's "First Bicycle Marathon," which it is planned to make an annual institution, will succeed to the prestige attained by the Irvington-Milburn and rank as the most important road race of the year.

Program for World's Championships.

The Danish Bicycle Club, of Copenhagen, which has in charge the promotion of the championships of the world for 1909, which will take place in Copenhagen, has announced the program. The professional 100 kilometers paced championship and the amateur sprint championship will be run on Sunday, August 15th; the 100 kilometers paced amateur championship and the trial heats of the professional sprint championship will occupy the program for Thursday, August 19th. The only championship event for the last day, Sunday, August 22d, will be the semi-final and final heats of the pro-

fessional sprint championship, the distance of this event in both professional and amateur categories being one mile.

Callaway Captures Atlanta Hill Climb.

E. Callaway, riding an Excelsior, won the event for motorcycles which formed a part of the hill climbing contest held by the Atlanta (Ga.) Automobile Club on Saturday last, 27th ult. His time was 1:13½, and his prize an inner tube. The times of the other contenders were as follows: G. B. Sisson (Excelsior) 1:22½; Hugh B. Moss (Indian), 1:25½; J. S. Wynne (Excelsior), 1:45. The Georgians evidently were not well posted regarding the rules as Callaway was permitted to make a second ascent—on a Yale—which was clocked in 1:27½. The hill was seven-eighths of a mile long and rather winding.

Date for Motorcycle Double Century.

The New York Motorcycle Club has scheduled its annual open double century run for Sunday, May 9th. As was the case last year the run will be a two-in-one affair, silver medals being offered for all who survive the "double" and bronze medals for those who elect to go but half that distance. The route of the short run will be from Brooklyn to Patchogue, L. I., and return, and of the long one from Brooklyn to Southampton and return.

Oldfield and Derkum do not Meet.

Probably because a 150 miles automobile race, which formed the only other event on the program, had so cut up the track at Ascot Park, Los Angeles, as to make it inadvisable, the match race between Barney Oldfield in an automobile and Paul Derkum on a motorcycle, did not occur. Instead each man gave a five miles exhibition, Oldfield doing 4:43 and Derkum 5:12.

Lyon Climbs Fastest at Logansport.

After being thrown by colliding with a dog on his first trial, George W. Lyon, of Chicago, on a twin Indian, made a second ascent and won the motorcycle event in a mixed hill climbing program decided at Logansport, Ind., on Thursday last, 1st inst. His time was 31 seconds. J. Plumbo, 3½ Indian, was second. Two others competed.

Riverside Club Re-elects Its President.

At its annual meeting last week the Riverside (Cal.) Motorcycle Club elected officers as follows: President, Ed. J. Knoll; vice-president, E. L. Pequegnat; secretary, C. A. Newcomb; treasurer, Stephen McIvor; captain, J. A. King; first lieutenant, Charles Knoll; second lieutenant, Luther Davis.

Los Angeles Club Selects Later Date.

There was no racing at Prince's Stadium track in Los Angeles, on Sunday last. The Los Angeles Motorcycle Club's race meet previously postponed by rain, will not occur until April 25th, but meantime Prince himself probably will promote a weekly meet.

MARYLAND TO TAX MOTORCYCLISTS

Proposed Revision of Automobile Law Takes in the Two Wheelers—Prompt Action Secures Concessions.

Although improved roads were "cut to pieces" and otherwise damaged for generations before automobiles and other motor vehicles were thought of, the fact that the newer vehicles increase the damage has induced the widespread notion that they alone should bear the burden of repair. This idea has obtained lodgment in Maryland and as a result one of the now popular "per horsepower" bills is in process of enactment and unfortunately motorcycles, which are exempted from the operation of the present automobile law, have been drawn into the pending measure and in all probability the exemption will be abrogated.

The new bill as originally drafted, provided for a tax of \$4 per year, together with the carrying of a license tag—dimensions not specified. As soon as these provisions became public, W. S. Hamburger, secretary of the Baltimore Motorcycle Club, immediately communicated with the Good Roads Commission, and his vigorous protest brought a request for a committee from the club to meet the sub-committee of the commission. At this meeting, the matter of taxation and license numbers was pretty thoroughly talked over, and Colonel Swann—the author of the bill—agreed to make several important concessions.

The bill, which will be presented to the next legislature, provides as it now stands, for a tax of \$1.80 per year and a license tag with figures not over one-inch high and ⅛ inch in diameter, and the club has been assured that the new motor vehicle commissioner, when appointed, will listen to suggestions as to the size and shape of the tag to be used.

The victory, while a small one, shows what can be done by prompt and united action.

In many respects the new law will be fairer than many others in force, in that it provides for a sliding scale of fees; for instance, if a man takes out a license for a motorcycle on January 1st, and sells it on June 1st, he will be entitled to a refund of seven-twelfths of the license amount; if he buys his motorcycle on July 1st, he will be required to pay only one-half of the license fee for the current year. Another feature of the law is the "reciprocity clause," by which residents of other states exempting Marylanders will be permitted to enter Maryland for two periods each year of seven days each without paying an "admission fee." The bill also places it in the hands of the Governor to establish further reciprocal relations with the governors of other states.

Under the proposed new law automobiles are to be taxed on a graduated basis, from \$6 to \$24 per year.

CAUGHT BY THE CAMERA DURING THE FLORIDA SPEED CARNIVAL



1. WALTER GOERKE, WHO TRAVELED FASTER THAN MOTORCYCLIST EVER TRAVELED BEFORE—AT THE RATE OF 86 MILES PER HOUR. 2. ROBERT STUBBS, SMILING AFTER ONE OF HIS SPILLS. 3. W. H. WRAY, JR., AND HIS "MONSTER" PEUGEOT. 4. WILLIAMS AND WILEY. 5. HOW FOGLER SHOWED HIS HEELS TO THE "BICYCLE BUNCH." 6. BARDGETT AND COLLINS. 7. A. G. CHAPPLE AND HIS SWEATER. 8. OSCAR HEDSTROM. 9. STUBBS'S WRECKED INDIAN.

CONCERNING THE SPEED CARNIVAL

Interesting Statistics of the Flights on the Florida Beach—Also Some Sidelights and Other Things.

Retrospectively, the annual speed carnival on the Florida beach which this year for the first time included both bicycle and motorcycle races, detailed at length in last week's *Bicycling World*, would have been the most dismal failure imaginable had it not been for these events. The motorcycle races gave the large crowds of spectators something to marvel about in the way of speed, while the stirring finishes in the bi-

and ridden the various distances, he could have established as many records as he desired. Neither Hedstrom nor any one else thought about it, however, and a golden opportunity was lost.

In any case the "tribe" did itself proud by breaking existing records and establishing others. As stated in last week's *Bicycling World*, Stubbs, Goerke and Chapple got inside the world's records. A comparison of the times is interesting. Stubbs's mile record in $43\frac{2}{3}$ seconds is at the rate of 83 miles per hour, while Goerke's kilometer in $0:27\frac{2}{3}$, averages three miles less per hour. Goerke established a world's straightaway record of five miles in $3:30\frac{1}{2}$, which is at the rate of 86 miles per hour or a mile in 42 seconds, the fastest time at the

races last week one event was overlooked in the account of Thursday's racing. The one mile straightaway handicap was won by Fred Hill, from the 100 yards mark, who beat J. G. Walker, 120 yards, by one length. E. F. Root, 25 yards, was a close third, as was Saxon Williams, with 110 yards. The time was $2:34\frac{1}{2}$. In both handicap events Fogler, the scratch man, jumped his chain. Fogler was really the "class" of the meet and always had plenty of speed. He scored four firsts, one second and tied in one third, a total of 25 points. Fred Hill was the next highest scorer with two firsts and one second, totalling 13 points.

The timing in the straightaway trials was accomplished with electrical apparatus, which automatically starts and stops three



1. TIMING STAND. 2. GENERAL VIEW OF BEACH AND CROWD. 3. A TIME TRIAL.

cycle races were the only developments that caused the assemblages to cheer. At the various hotels in the evenings following the day's racing, comparisons were heard on every hand between the tedious automobile events which no one seemed to understand and the really interesting bicycle races.

No better course in all the world could be found for a speed carnival than the beach but peculiarly, while it is fast for motorcycles and automobiles, it is less speedy than a board track for bicycle races. When Collins made his wonderful flight of a mile in $58\frac{3}{4}$ seconds behind Ralph De Palma's automobile he complained that his rear wheel felt as though it was cutting into the sand. Such was not the case, however. Even the one-inch French racing tires did not indent the coquina shell packed sand, but in the opinion of one who rode upon the beach it is less speedy than spruce, pine or fir boards laid edgewise, possibly because of the dampness and therefore soggy of the sand, and possibly because of the small tires.

Oscar Hedstrom lost an excellent opportunity of establishing professional records from one kilometer up. If, instead of toying with his big 14 horsepower "Hot Shot," which is away above the limit of piston displacement allowable under rules of the Federation of American Motorcyclists, he had taken one of the 7 horsepower machines

meet. In the 69 miles race in which he broke the Brooklands track record for the hour he covered the distance in $58:25\frac{1}{2}$; this is at the rate of 71 miles per hour, or every mile in 51 seconds. Chapple covered 10 miles in 8:57, which is at the rate of 67 miles per hour, or an average per mile of 54 seconds. In the 20 miles race which he won in $17:26\frac{1}{2}$, he bettered this performance, averaging per mile $52\frac{1}{2}$ seconds or 69 miles per hour.

The averages made in two of the bicycle events are no less astounding. Collins's mile in $58\frac{3}{4}$ seconds is at the rate of 61.4 miles per hour, while Fogler's world's record of a half mile in 47 seconds is at the rate of a mile in 1:34, or 38.3 miles per hour, which is phenomenal going unpaced.

One interesting fact that was demonstrated by the meet is that the weight of the rider does not cut such a figure in motorcycle record breaking as was generally supposed. Chapple and Stubbs each are many pounds heavier than Goerke, but on Thursday Stubbs broke the mile record, while Chapple made much better time than Goerke upon the same machine. In the kilometer trials, however, Goerke won, but he bettered Stubbs's time by only two-fifths of a second. In the soul-stirring 20 miles race between Goerke and Chapple on Friday the heaviest man triumphed.

In the *Bicycling World's* report of the

chronographs. In the bicycle and motorcycle races in which turns prevailed, however, hand timing was done. The matter of distances were well simplified, each mile having been surveyed and marked by a post, and if the timing apparatus had always worked properly and not required so much attention from one of the associate referees it is probable that even the world's records that were established would have been lowered as there were many times when the wind was favorable that the timing apparatus balked when motorcycle time trials might have been held. It was too bad also that the officials ripped up the wires on the last day after Collins, Fogler, Hill and Root took a crack at Murphy's record of $57\frac{1}{4}$ seconds for the mile. Root tried it first, but the time was not taken and the blonde Massachusetts rider said: "No thank you, once is enough for me." Fogler was carried so fast that he was shaken off, while an automobile on the course prevented Fred Hill from finishing, and not Fogler, as was stated last week. Collins, Hill and Fogler would have made second attempts had they been permitted to do so.

R. F. Kelsey, chairman of the National Cycling Association's board of control, refereed the bicycle events and he always was "on the job." It was through him that the riders who did not win any money were enabled to partly pay expenses. The sum of

\$1,000 had been set aside for the bicycle races and before the meet started Kelsey secured permission from all the riders to deduct 25 per cent. from the total value to be apportioned among the ten riders. Every one got something, therefore, but Fogler corralled most of the cash.

By his frequent falls—four in number—Robert Stubbs earned for himself the sobriquet of "Tumbling Tom." To the lay mind a tumble while traveling at the rate of 80 miles or more an hour has a horrifying sound. Stubbs did not seem to mind it, however, as shown by his photograph on a preceding page, which was taken a few minutes after his fall on Wednesday, when the front wheel and bars of his machine were smashed, shown in another photograph. The lanky Birmingham rider took another tumble on Wednesday, but again came up smiling. He was bruised, naturally, but not enough to prevent him from wanting to ride on Friday. Before the meet opened he had two falls, but escaped unscathed.

Next year bicycle and motorcycle races will play even a greater part in the carnival than they did this year, according to W. J. Morgan and Alex. Schwalbach, who managed the meet for the Florida East Coast Automobile Association. Morgan and Schwalbach were told many times that the bicycle races were the most exciting incidents during the meet, and Morgan told the *Bicycling World* man that next year he hopes to hold a big all-around athletic carnival on the beach with bicycle and motorcycle races featuring the program.

E. L. Ovington, who once made wireless apparatus, has begun to work out a wireless timing arrangement which may be used for timing beach races, road or track events and by which not only the time of the first machine across the tape could be taken, but the accurate times of all the competitors. If it materializes Ovington's invention will mean a revelation in timing.

W. H. Wray, Jr., too, by the way, let it be known that he has a prettily drawn pencil sketch of a single cylinder motorcycle with 61 cubic inches piston displacement that he thinks could break all records. Wray has the plans and all that he now needs is sufficient capital and a factory to convert his ideas into finished machinery.

Club for Western Michigan Cyclists.

The Western Michigan Cycle Club has been formed in Grand Rapids with the following officers: President, Arthur Gillett; vice-president, John Burdell; secretary and treasurer, John Love. The club also has what is styled a racing promoter, Fred Gillmore by name.

Erie Club Completes Organization.

The Erie (Pa.) Motorcycle Club has completed its organization by the election of the following officers: President, Charles Foht; vice-president, S. T. Pearley; secretary, Henry Zachs; treasurer, Joseph Mayner; captain, Charles Kent.

BIG FIELD FOR NEWARK OPENING

**Manager Chapman Announces Attractive Card for Inauguration of the Season—
The Riders Who are Expected.**

If all the riders start who have been advertised during the past week the season's opening at the Newark (N. J.) Velodrome bicycle track tomorrow (Sunday) afternoon will be one of the most auspicious inaugurations in years. According to advices from Newark 26 professional riders have entered, in addition to more than 60 amateurs.

Just where this large field of professional riders is coming from is difficult to determine. Joe Fogler is advertised as being the man most likely to give Champion Kramer a fight in the open event, but as Fogler is competing in the six days race at Atlanta, as well as Root, who also is booked to appear, it is difficult to figure just how Fogler and Root can make the 882 miles journey from Atlanta to Newark in about 12 hours, as the aerotaxi's have not yet become a reality.

Kramer will be on hand, of course, as well as the Bedell brothers and Norman M. Anderson. W. S. Fenn, who some years ago helped Kramer win the championship and who himself was known as the "handicap king," has decided to resume racing and to that end has been training faithfully. It is stated that Alfred Halstead and Fred W. Jones, two of last season's amateurs, who were transferred to the cash-chasing ranks by the National Cycling Association, have decided to acknowledge their professional tendencies and line up with the "pros" on Sunday. Although he has not yet arrived, Fred West, of Salt Lake City, together with Albert Crebs, is expected to reach Newark in time for the opening meet. Among the other professional riders who are billed to start are P. F. Logan, Theodore Devonovitch, Peter Drobach, Fred Hill, Charles Schlee, Edward Rupprecht and Floyd Krebs.

Two professional bicycle events and one motorcycle race are carded, the last-named being at five miles. Kramer is the favorite for the half mile open, while the 2 miles Mihlon handicap, named in honor of Frank Mihlon, of Newark, is anybody's race, as long marks will be the rule.

No difficulty is expected in securing sufficient entries in the mile novice, the mile handicap and the five miles open for amateurs. Percy Lawrence, the diminutive San Francisco crack, who broke four world's records at Salt Lake City last season, reached here on Wednesday and has been training ever since. Just how Lawrence will fare in the East remains to be seen, but as he came direct here from San Francisco, he will not have to become acclimated and should make a good showing at the outset. Lawrence is a midget, weighing only 105 pounds, but he has "barrels" of speed. He

holds the world's amateur records for two and three miles in unpaced competition, in 3:53½ and 6:07, respectively, the half mile unpaced against time in 53½ seconds, and the three-quarters mile unpaced against time in 1:23½. The National Turnverein Wheelmen, of Newark, have a strong battery in Magin, Owens, Neuschafer, Peer, Morton, Wally Smith, Jokus and Brennan, while the Century Road Club will be represented by John B. Hawkins. Charles Narent, C. S. Schlosser and Jerome Steinert will ride for the Roy Wheelmen, while Brandes will try his luck under the colors of the Columbia Wheelmen. William Vandendries, the crack flat floor expert, will again be seen with the Mercury foot emblem upon his jersey.

Manager Chapman has announced the appointment of officials for the season as follows: Referee, R. F. Kelsey; clerk of the course and starter, Gabriel Abineste; announcer, Edward Bedford; scorers, Harry Cole and E. W. Fisher; judges, Claude E. Holgate, Victor Hesse, Arthur Ross and Richard Stern; timers, H. A. O'Brien and F. J. Caulfield.

Demands One Brake on Each Wheel.

The governing committee of the Auto-Cycle Union of Great Britain have issued a note regretting the tendency on the part of manufacturers to equip their machines with two brakes upon the back wheel only. In the opinion of the committee, all machines should be fitted with one brake on each wheel, and notice is given that in all future events promoted by the Union it will insist upon machines being so fitted.

Fast Going on San Francisco Grade.

Following an automobile hill climbing contest in San Francisco, Cal., on Sunday last, 29th ult., four of the motorcyclists in attendance were permitted to make exhibition ascents with the following result: L. C. Heise, 4 horsepower Merkel, 1:12½; W. G. Collins, 5 Indian, 1:13; L. P. Peterson, 6 Curtiss, 1:22½; H. Lorenson, 5 Indian, 1:42½. The best time made by an automobile was 1:12½.

New Date for Handicap Road Race.

The ten miles open handicap road race which was scheduled for tomorrow at Valley Stream, N. Y., has been postponed until Sunday, May 2d. The promoter—the International Cycle Association of New York—states that it has added a 20-year gold filled watch to the prize list, making two gold watches for place and time prizes, respectively.

Policeman's Zeal Spoils His Wedding.

Divorce proceedings brought in Odessa, Russia, have brought to light a remarkable instance of love vs. duty in which love came out second best. One of the allegations made by the fair plaintiff in the case is that her husband, a policeman, left her at the church door to pursue a cyclist who had no number plate on his machine.

THREE TEAMS TIED AT ATLANTA

Standing of Contestants at Opening of Last Day of Six Days Grind—Attempts at Lap Stealing Fail.

Unless something unexpected happens today E. F. Root and Joseph Fogler, victors of many six days grinds, probably will add another sprig of laurel to their wreath by annexing the eight hours a day six days race that has been in progress at the St. Nicholas Velodrome, Atlanta, Ga., all week. Of the five teams left in the race that of Root and Fogler is the fastest.

The race started at 2.30 o'clock Monday afternoon last, 29th ult., the contending teams being Root and Fogler, Walthour and Collins, Cameron and Mitten, Williams and Mackay, Wiley and Bardgett, Norton and Lawson, and Walker and Senhouse.

The first incident of the race occurred within a half hour after it started, when Henry Norton, a local rider, blindly ran into the rear wheel of Williams's bicycle. Norton executed a high and lofty dive, and hit his head so hard that he was rendered unconscious for about two hours. Senhouse also took a bad fall at about the same time. The little Australian was in bad shape when he started the grind and the fall broke open an old injury. As he was suffering great pain Senhouse decided to quit.

Root and Fogler started a sprint in the evening and after a succession of "jams" succeeded in lapping the field. Referee Clapp, however, would not allow the gain, saying that both men had been on the track at the same time.

During one of the sprints in the afternoon Wiley dropped a lap. It seems that there was a misunderstanding as to whether he or Bardgett should be on the track and Wiley got tagged. The riding for the first eight hours was not wonderful, so far as speed is concerned, the score for the day being 157 miles 9 laps for all the teams but Wiley and Bardgett, who were one lap behind.

After the six day grinders ceased their milling Monday night Louis Strang gave what the Atlanta natives called a "daredevil exhibition." Wearing a Tuxedo suit and a smile, Strang drove a lightweight automobile around the steeply banked 12 lap track at fairly good speed until one of his front tires went down. The other tire followed and Strang dismounted. No time was taken.

There was no change in the standing of the teams on Tuesday, a steady pace being maintained the greater part of the day. There is considerable feeling between Fogler and Bardgett and the persistent efforts of the latter and Wiley, his partner, kept the crowd on edge. Wiley and Bardgett meant to worry Fogler and every time the blonde Brooklyn rider got back in the bunch Wiley or Bardgett would jump. Cam-

eron and Root did considerable sprinting, but there were no serious attempts to steal laps and the day's score ended with a total mileage of 333 miles 7 laps.

After the race Strang gave another exhibition in his automobile, but no time was announced, because it was considerable slower than the bicycle riders can do. The exhibition was thrilling, however, and the Atlanta fans got their money's worth.

After a tiresome afternoon's session Walthour and Collins woke the bunch of sleepers on Wednesday night and but for a puncture would have placed themselves a lap ahead of the field. Collins started the trouble at 10 o'clock, when he made a jump and got a slight advantage over the field. Collins slowed and the other riders did not



notice that Walthour had come on the track. The Atlantan let drive and in a few minutes the bunch was strung out. The spectators cheered their native "hero" and urged him to get the lap, but the lap steal was arrested, however, by a puncture to Mackay's rear tire.

The attempt of Walthour and Collins to gain a lap kept the other riders on their mettle and for more than a half hour there was a succession of sprints that had the crowd on its feet most of the time. With the exception of the team of Bardgett and Wiley the field remained unbroken at the finish of Wednesday night, the score for 24 hours being 496 miles 1 lap.

Although the spring is well advanced in Atlanta at the present time, the trees in bloom, the birds nesting, frost began to settle heavily upon Ponce de Leon park on Thursday and threatened to arrest the growing vegetation. The St. Nicholas Velodrome wherein is located the bicycle track was covered with frost and the few people who watched the uninteresting grinding felt the need of overcoats. When the day's riding finished the standing of the teams

and their respective scores were as follows:

Root-Fogler, Walthour-Collins, Cameron-Mitten, Williams-Mackay, 660 miles 11 laps; Wiley-Bardgett, 660 miles 10 laps.

A special dispatch from Atlanta last night showed that the frost still is much in evidence. There was not enough attendance to pay the sweepers. During the day there seemed to be collusion between the teams of Root and Fogler and Cameron and Mitten. Dave Mackay, the Newark rider, who is paired with Saxon Williams, thought there was some agreement between these two teams, and he rode off the track to protest to the referee. He was penalized one lap and Williams later lost a lap in a hard sprint led by Root and Fogler.

An added attraction in the form of a mile match between Walter Bardgett and Saxon Williams was put on during the evening, the other riders taking the flat floor while it was in progress. Bardgett had no difficulty in defeating his fellow townsman.

Tire trouble kept the mileage down and several sprints that might have made things interesting were spoiled by the unfortunate blowing up of the light French racing tires used by the riders. Root won the final sprint of the evening, with Mackay second and Mitten third. The score on Friday night, or at the end of the 40 hours actual riding, was as follows:

Root-Fogler, Walthour-Collins, Cameron-Mitten, 830 miles 10 laps; Williams-Mackay, 830 miles 8 laps; Bardgett-Wiley, 830 miles 6 laps.

The race will conclude tonight at 10.30 o'clock and the curtain will be run down at the mismanaged velodrome early next week. Most of the riders will go to Los Angeles, while Fogler, Root, Wiley, Mackay and possibly one or two others will return to New York and Newark.

Now Comes the "Queensboro" Century.

The Amsterdam Wheelmen, an organization formed some time ago by pupils of the High School of Commerce, New York City, has scheduled a "Queensboro Century" for June 27th. Whether the run will be held under "Queensboro rules" or whether it will take the route over the new Queensboro bridge is not stated. Only one division will ride, the pace restricted to 12 miles an hour, the pacemakers being D. M. Adee, Fred E. Mommer, Sylvain Segal, F. E. Kirchner and Bob Lawson. The club is an energetic organization and is planning to organize a decorated parade of cyclists to participate in the parade over the Queensboro bridge on the occasion of the official opening, June 12, if co-operation from other clubs can be secured. Club runs are held every Sunday, starting from Columbus Circle at 9 a. m., and all riders are invited to join in.

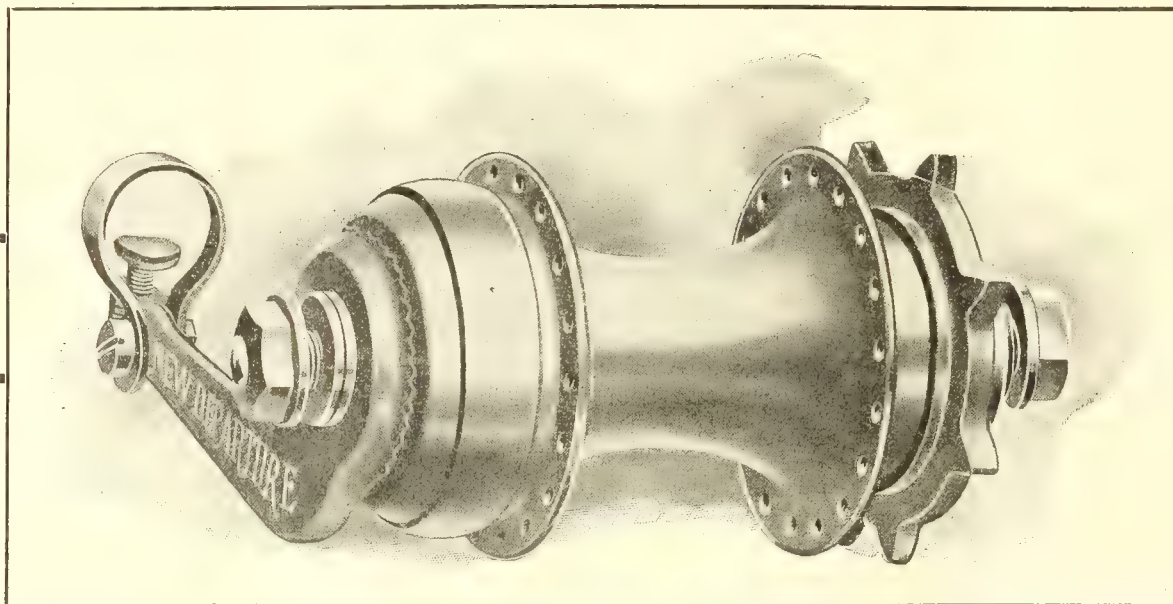
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BERLIN HONORS AMERICAN VICTORS

Macfarland and Moran Presented at Court
—Exciting Incidents of the Six Days
Race—Jacquelin in a Free Fight.

That the German six days race which finished on Sunday night, March 21, and which was won by the American team of Floyd A. Macfarland and James F. Moran, as briefly stated in last week's *Bicycling World*, was not without its share of scandal, was apparent when details of the race reached New York this week.

Marcel Berthet, who was paired with John Stol, and who finished second, one lap behind the Americans, protested against awarding the race to Macfarland and Moran, accusing Stol of "throwing" the race to the Americans. The trouble happened at 7 o'clock Saturday morning, when Berthet got off his bicycle and declared that he would not ride another yard, alleging that Stol had been "bribed" by the Americans. The other riders also quit riding and did not resume the race until threatened with suspension by the officials.

Those who know Stol and were aware how anxious he was to win the race pooh-poohed the idea and said that Berthet's accusation was the result of his natural hot-headedness heightened by the strain of the race. The only grounds for the accusation appears to have been because during one of the lulls Macfarland and Stol laughed and chatted with each other as they slowly pedaled around the wooden saucer. Some of Berthet's imaginative trainers quickly brought out Berthet to witness the occurrence and the Frenchman immediately "flew off the handle." As Stol speaks English and a majority of the others did not, it was natural that the American and the popular little Hollander should "kid" each other during the dull moments.

As stated in last week's *Bicycling World* the race started on the 14-lap saucer in the Berlin Zoological Gardens at 6 p. m., Monday, March 14th, and unlike the annual Madison Square Garden grind, it lasted for six entire days—144 hours—two hours longer than the annual New York event. Fourteen teams started, as follows: Macfarland-Moran, Stol-Berthet, De Mara-Contentet, Poulain-Leon Georget, Arend-Rosenloecher, Brocco-Passerieu, Kudela-Stabe, Techmer-Stellbrink, Rudell-Tadewald, Hoffmann-Heiny, Hall-Peter, Scheuermann-Ryser, Jacquelin-Jacquelin, Jr., and Robl-Theile, Conrad, Althoff and Pawke being held in reserve as substitutes, an innovation in six day racing.

An estimated crowd of 20,000 spectators thronged the galleries and arena when August Lehr, a former German champion fired the gun that started the men on their long journey. Macfarland, Moran, Stol, De Mara, Contentet, Leon Georget, Brocco, Passerieu, Tommy Hall, Jacquelin and Robl were the

only riders that have had experience in six days grinding and they began terrific sprints at the outset, in an effort to "break" the hearts of the inexperienced riders, De Mara being especially vindictive. The field held together for the first eight hours, when Theile was rendered "hors de combat" with



FLOYD A. MACFARLAND

stomach cramps. Robl was then given Pawke as a partner. At the ending of the first 12 hours, during which 408 kilometers 800 meters (253.8 miles) were covered nine



JAMES F. MORAN

teams remained tied, the combination of Heiny-Hoffmann being one lap (160 meters) behind, Robl-Pawke and Ryser-Scheuermann, two laps; the Jacquelin brothers, three laps, and Arend-Rosenloecher, four laps.

In the 20th hour, Tommy Hall, the little

Englishman who had the German Peter for a team mate, was dropped from the leading bunch. Hall had been mixed in a spill on Monday night, and his badly cut knees began to swell and develop water. Hall stuck it out as long as possible, and when the pain became too great for human endurance he was obliged to quit. Althoff, one of the reserve riders, paired up with Peter. Conrad, the third reserve, also coupled up with Arend, Rosenloecher having dislocated his shoulder in a fall. The position at the end of 24 hours was as follows:

Macfarland-Moran, De Mara-Contentet, Brocco-Passerieu Stabe-Kudela, Poulain-Leon Georget, Rudell-Tadewald, Stellbrink-Techmer, Stol-Berthet, tied with 788 kilometers 150 meters; Peter-Hall, 1 lap; Heiny-Hoffmann, 2 laps; Ryser-Scheuermann and Robl-Pawke, 3 laps; Arend-Conrad, 5 laps; Jacquelin brothers, 10 laps.

The second 24 hours was responsible for the elimination of Walter De Mara, the crack young American who, with Fred Hill as partner, made such a good showing in the last New York race. Just before midnight Tuesday Tadewald and De Mara collided. The German only barked his arm, but De Mara was shaken up so badly that he had to retire. Contentet then paired up with Stabe, whose original partner, Kudela, had gone "all in" and had withdrawn. Early Wednesday morning the riders allowed Edmond Jacquelin to regain some of the distance he had lost, but the Jacquelin brothers were still 14 laps behind at 36 hours.

A. J. "Rocket" Clarke, the American who has been cleaning up the boards in old Dutch cleanser fashion, had a great honor—as honors go in Europe—conferred upon him Wednesday morning. Clarke had gone to Berlin to look after Macfarland and Moran, Dave Colburn not having arrived from America because of rough weather, which delayed the steamer, and Clarke's performance before the start of the race when he defeated Poulain and Otto Meyer had reached the notice of the Crown Prince. The latter, accompanied by Prince von Thurn and Taxis, attended the race Wednesday morning and at his special request Clarke rode a fast exhibition. The Crown Prince was so pleased that he commanded Clarke to be presented to him.

The big jam that brought consternation to the Europeans started in the 44th hour. Moran was on the track at the time and he unwound a sprint that opened a gap. Berthet hung on and after a relief Macfarland and Stol took up the running. The sprinting lasted for some minutes and when the scorers collected their scattered wits they discovered that the American team had gained a number of laps, only one of which was allowed, however, because of irregular pickups. When the 48 hours score was posted the teams of Macfarland-Moran and Berthet-Stol were tied with 1,458 kilometers 190 meters; Brocco-Passerieu, Poulain-Leon Georget, Stellbrink-Techmer, Rudell-Tadewald were one lap behind; Robl-Pawke,

Contenet-Stabe, Althoff-Peter and Ryser Scheuermann seven laps; Arend-Conrad, nine laps, and the Jacquelin brothers, twenty laps.

Heiny and Conrad had quite enough of six days racing by the morning of the third day and they retired, a new combination being formed by Hoffman and Arend, the former gaining several laps because the leaders refused to go after him. Several times Berthet came near getting lapped by Macfarland and Moran, but Stol's timely relief saved the team.

Shortly before the 72 hours score was posted Thursday evening, Edmond Jacquelin, the excitable Frenchman who got into trouble when he held up P. T. Powers in the New York six days race two years ago, got into a fight and was disqualified. The trouble started when Stellbrink apparently deliberately ran into Poulain. Both men fell and Jacquelin also hit the boards. Jacquelin became so excited that he struck Stellbrink in the face. A disgraceful scene ensued and in less time than it takes to describe it, riders, spectators, and trainers were indulging in a free-for-all fight. But for the intervention of the police Jacquelin probably would have been roughly handled. As it was the referee disqualified the Frenchman and ordered him to leave the track. The spectators were so excited that it was decided to stop the race until 9 o'clock so that the police could clear the building of some toughs who seemed bent upon wreaking their vengeance upon the French riders. The score at 72 hours was as follows:

Macfarland-Moran and Stol-Berthet tied with 2,109 kilometers 530 meters; Stellbrink-Techmer, 1 lap; Brocco-Passerieu, 2 laps; Poulain-Leon Georget, 3 laps; Contenet-Stabe, and Rudell-Tadewald, 4 laps; Robl-Pawke, 20 laps; Arend-Hoffman, 21 laps; Ryser-Scheuermann, 23 laps; Althoff-Peter, 24 laps; Heiny-Jacquelin, 27 laps.

Friday's riding brought no change in the position of the teams and the race proved dull and uninteresting. A few sprints were started by some of the lapped men, but Macfarland and Moran prevented all attempts at stealing laps. It was during one of the dull moments that Macfarland and Stol chatted while riding around the saucer, which resulted in Berthet's outbreak.

Berthet fired his bomb of heated conversation early Saturday morning when he suddenly stopped riding and declared that he would not ride another yard as Stol had been "bribed by the Americans." The other riders also quit riding while the controversy was in progress and it was ended only when the referee, after listening to Berthet's foolish prattle, ordered him to get back in the race under penalty of suspension. The race then was resumed. Before the 120 hours score was posted Ryser, Hoffmann, Althoff and Peter quit, after a hard sprint led by Macfarland, in which the team of Stol and Berthet dropped a lap. Arend paired with Scheuermann following the mixup. The score at 120 hours was as follows:

Macfarland-Moran, 3,306 kilometers 250

meters; Stol-Berthet, 1 lap; Stellbrink-Techmer, 5 laps; Stabe-Contenet and Brocco-Passerieu, 8 laps; Poulain-Leon Georget, 16 laps; Arend-Scheuermann, 22 laps; Robl-Pawke, 24 laps; Heiny-L. Jacquelin, 35 laps.

The last day saw a further reduction in the field. Heiny and Jacquelin quit, as did Arend and Scheuermann. Techmer was in bad shape and had to give up, and as Pawke was willing to go home and go to bed Robl and Stellbrink formed a combination just in time to collect fifth prize.

The finish was not the kind that always has characterized American six days races and caused thousands of spectators to figuratively go mad. There was no international tie to be run off at the finish, no excuse for maniacal cheering. Nevertheless, a record-breaking crowd of 30,000 spectators cheered Macfarland and Moran when they finished the 144 hours, with a total distance of 3,865 kilometers 700 meters (2,410½ miles), an average of 16 miles an hour for six days. Stol and Berthet were one lap behind, Brocco and Passerieu finished third, Contenet-Stabe fourth and Stellbrink-Robl fifth, the distance of the last three teams not being stated.

The victory of the Americans was very popular with the German "fans," and their other victory in the last six days race in New York stamps Macfarland and Moran as one of the best combinations that ever worked together in a six days grind. The Crown Prince saw the finish, and after congratulating the Americans summoned them to appear at court—not the police, but the imperial court—the following day. Macfarland and Moran went, naturally, and each was honored by a gift of a pair of valuable diamond studded cuff buttons. The race was a success financially, the receipts for the week being estimated at \$75,000, which is a lot of money in Germany. It was announced that it will be repeated next year, when it is hoped to have more American teams in competition. The success of Macfarland and Moran has caused them to be deluged with European contracts and it is doubtful if either Macfarland, Moran or Clarke will return to America before late in the summer.

At the conclusion of the six days race two extra events were held—a sprint match between Clarke, De Mara and Otto Meyer, and a 30 kilometers paced race between Theile, Demke and Ryser. Clarke had no trouble in defeating De Mara, and crossed the line four lengths ahead, Meyer sitting up. In the paced race Theile beat Demke by several laps, Ryser quitting before the finish.

Bader's Suspension Breeds Trouble.

In consequence of Will Bader's disqualification, German racing men have resolved to boycott race meets organized this season by Herr Knorr, lessee of the Steglitz track and chairman of the German Tracks Association, according to advices from Europe. The riders have come to the conclusion that a suspension for three months

for what appears to have been a purely personal altercation between Bader and Knorr is too severe. Bader is very wroth, naturally, as he was prevented from competing in the German six days race, for which he had been guaranteed \$500.

Darragon Wins a Thrilling Contest.

Following his victory over Parent, Louis Darragon defeated both Nat Butler and Parent at the Velodrome d'Hiver, Paris, on March 21, in a 60 kilometers paced race. The last laps produced a thrilling spectacle. Parent, who had been lapped several times because of a puncture, fell as Darragon and Butler were fighting neck and neck for the honors. To avoid striking Parent, who again punctured and fell, Butler was compelled to slow and lost the race by 300 yards. Besides winning the race, Darragon broke the record for 60 kilometers, covering the distance in 43:38.

Nearly 700 Riders in Novice Race.

Andre Cordelle won the annual Premier pas Labor at the Parc des Princes track, Paris, on Sunday, 14th ult., defeating Francois Abry by two lengths and Louis Beyer by two and one-half lengths in the final heat. The race is an annual affair for novice riders and nearly 700 aspirants contested the heats. There were 20 trial heats, three preliminary semi-finals, three decisive semi-finals and a final. The distance was 666.66 metres, which Cordelle covered in 1 minute 13½ seconds.

Vanden Born and Darragon Both Win.

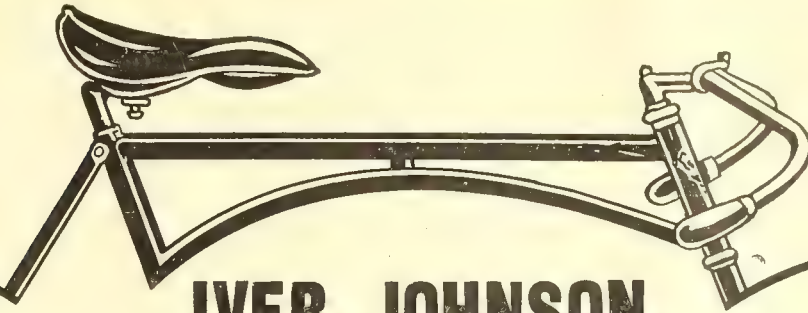
Charles Van den Born, the Belgian crack, defeated Thorvald Ellegaard, the world's champion, and Victor Dupre, of France, in a three heat match at the Velodrome d'Hiver, Paris, on March 18th. Dupre won the first heat from Van den Born, but the Belgian finished in front in the second and third heats, Ellegaard being last in each instance. Darragon defeated Parent in the motorpactd race in two straight heats.

Walthour and Krebs to Ride Abroad.

According to French advices both Robert J. Walthour, of Atlanta, Ga., and Floyd Krebs, of Newark, N. J., will ride in Europe this year. Walthour, it is stated, will go to Paris next month and ride in paced races, while Krebs will compete in sprint events in Germany. It was supposed that both these riders would remain in America this season, Walthour going to Salt Lake City and Krebs remaining in Newark, but the contrary appears to be the case.

"That's What They All Say."

Hugh MacLean, America's champion pace follower, was in New York City last week, and told a friend that he has no intention of riding this season; in fact, he does not think that he will ever ride again. "Major" Taylor, Walthour, Lawson, Downing, Bardgett, and others frequently have retired, but inevitably return to the allurements of the track.



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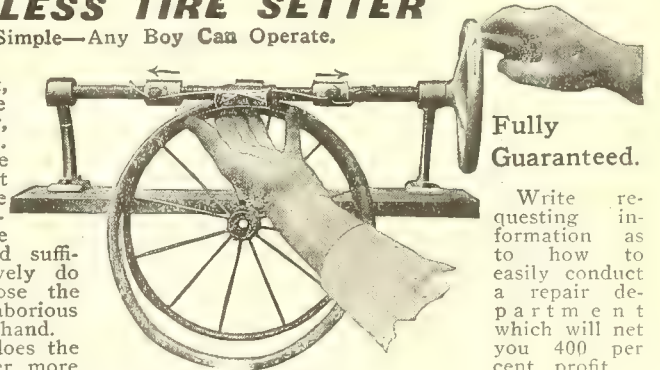
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Bicycle Marathon for Philadelphia.

Following the lead set by the Roy Wheelmen of New York, W. R. Stroud, of Philadelphia, is promoting the "First Philadelphia Marathon Bicycle Race Meet," to be held on the Point Breeze trotting track Saturday afternoon, April 17th. The meet has been sanctioned by the National Cycling Association.

Stroud evidently considered the Roy Wheelmen's plan of circularizing the public schools in an effort to interest new riders an excellent one, for he has copied the New York club's circular even to size. Stroud's originality presents itself in other directions, however, and the meet should be an exciting one.

Three races will be held, the first being a ten miles scratch for boys not over 16 years of age. The Marathon race, which will go over the full distance of 26 miles 385 yards, will be open only to those riders who reside within a 75 miles radius of Philadelphia which, of course, eliminates New York riders. The other event is a 15 miles special for those riders who have not won a first, second or third prize in any event during the past five years.

In order to make all the races fast, Stroud has decided to apportion the prizes, which will be donated by the Philadelphia trade, in the following manner:

Fifty per cent. of all the prizes donated will be given in the race in which the riders make the best average mile time; the

race in which the next best average time is made will receive a 30 per cent. proportion to be divided into place prizes, and in like manner the remaining 20 per cent. of the prizes will be divided in the race in which the slowest average time is made. Stroud's idea is a good one and should be productive of fast and exciting competition.

The meet will inaugurate the season in Philadelphia, to be followed by a combination 50 miles pleasure run and 30 miles handicap road race on May 2d, instead of the annual Camden-Atlantic City handicap road race. The latter race will be held July 11, this date being considered more favorable for the reason that Atlantic City is crowded with visitors at that time.

Mohrman Wins 13th Regiment Race.

C. A. Mohrman, with a lead of 50 yards, won the mile handicap at the 32d annual games at the Thirteenth Regiment, Brooklyn, Saturday night last, 27th ult. Walter Raleigh, with 20 yards, was a close second, and Owen J. Devine, from scratch, landed third prize. The time was 2:45½.

Carter Captures a Chicago Event.

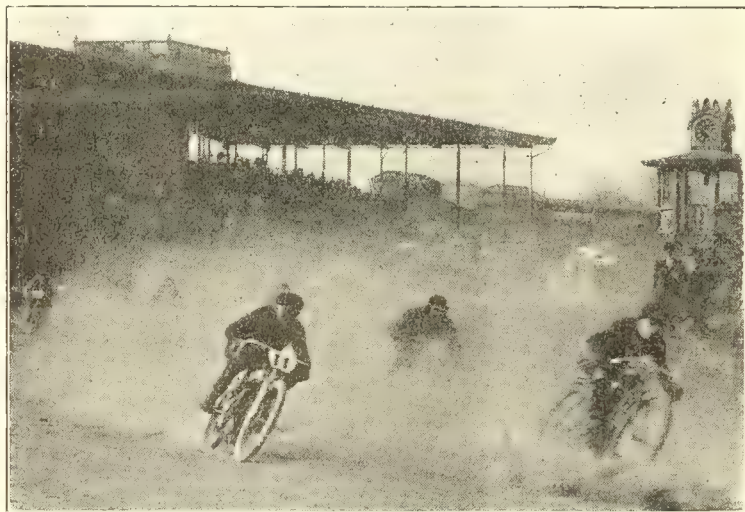
Ray Carter, riding with a handicap of one lap, won the five miles handicap race at the Riverview Rink, Chicago, on March 24th. His time was 11:34½, very fast for a partially banked course. John Bigelow, with one-half lap, finished second, and Joe Bradshaw, with two laps, handicap, was third.

Cycling Features for Lowell Carnival.

According to present plans, which, however, merely have been roughly outlined, motorcycles will cut a figure in the motor carnival which is being organized by the Board of Trade of Lowell, Mass. The carnival will occupy the entire week of September 9th, and will include a long succession of events for motor cars, motorcycles and motor boats. Last year Lowell conducted a most successful long distance automobile race and this event will be repeated and on the same course there probably will be held one, if not two, races for motorcycles, one of them at 100 miles. A big prize fund will be raised by the Lowell folk and the awards for these events undoubtedly will be far above the usual order and value. There also is a probability that a program of bicycle races will be another feature in the events of the week. The courses for the several classes of speed contests include some of the best roads in Massachusetts.

Motorcycle "Field Day" Scheduled.

Having obtained permission to use Morris Park track, the New York Motorcycle Club has set Sunday, April 25th, as the date for what is termed a Field Day which is designed to more or less formally mark the opening of the outdoor season. The idea is to hold a number of gymkhana events during the afternoon to which not only club members but all other motorcyclists will be welcome.

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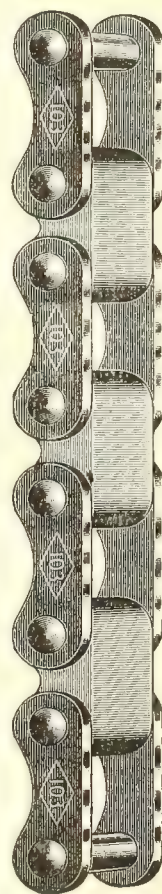
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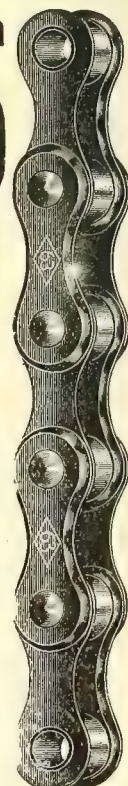
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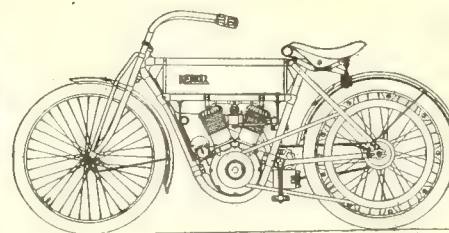
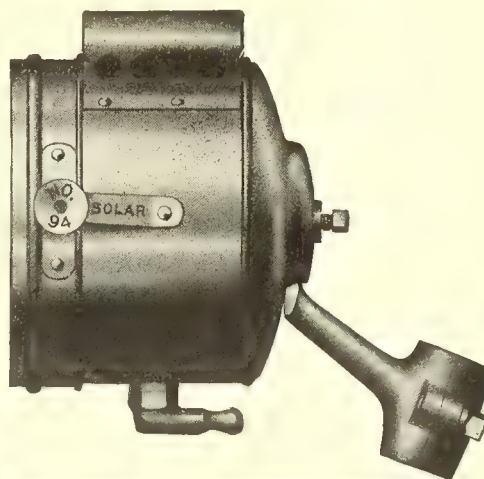


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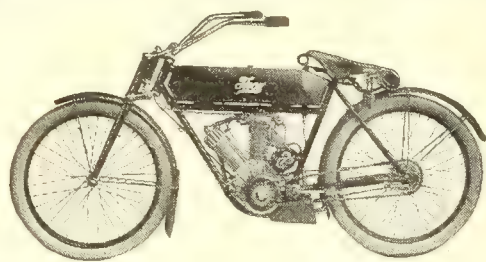
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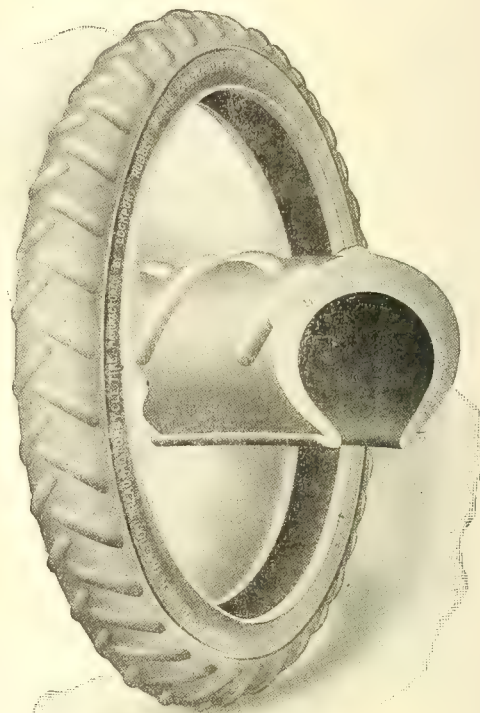
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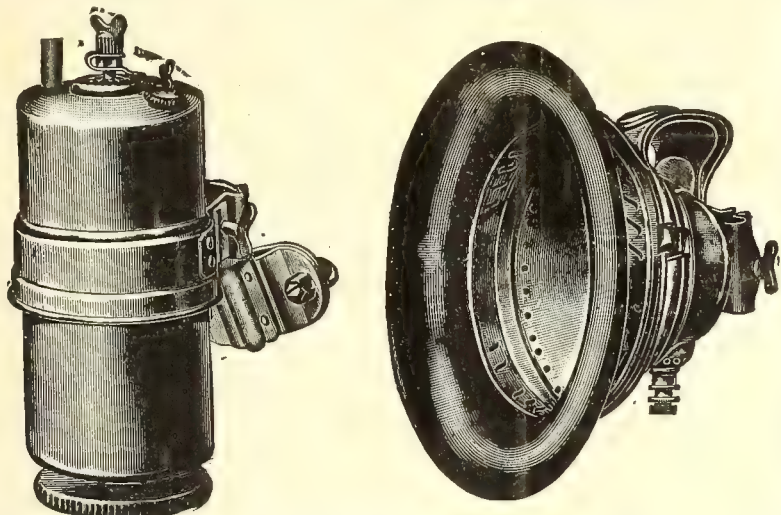
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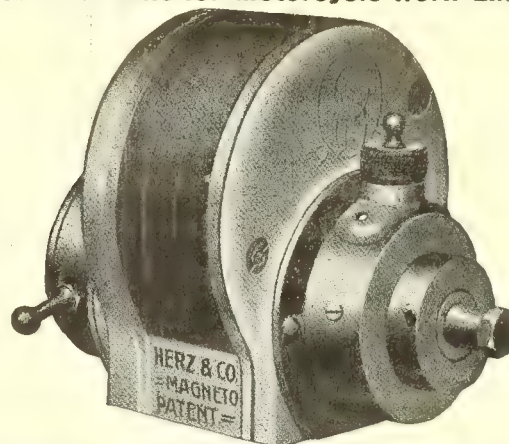
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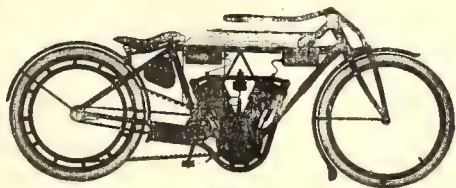
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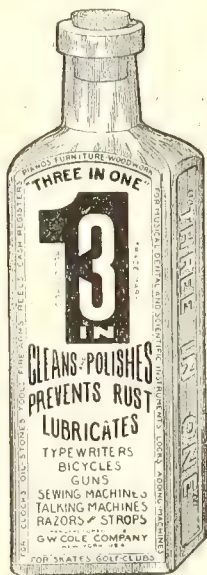
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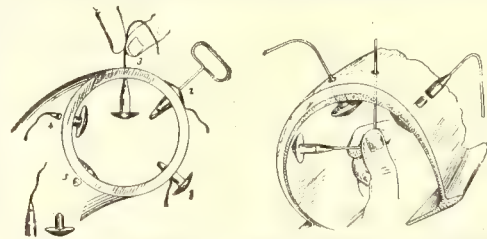
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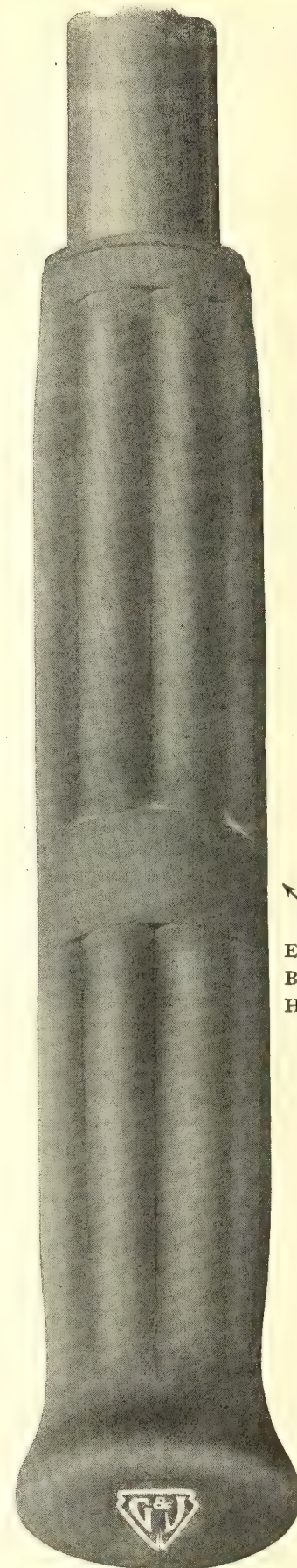
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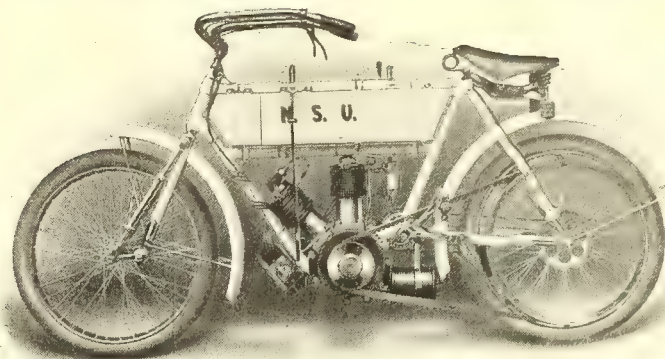
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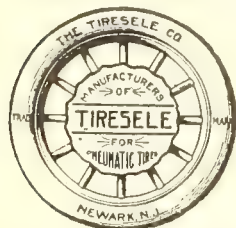
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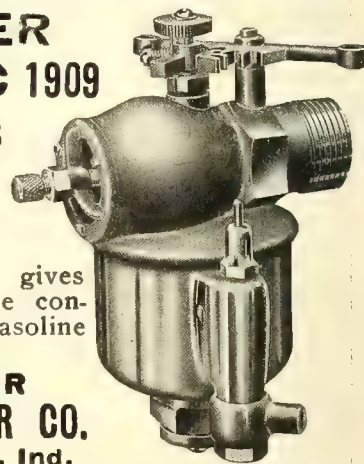
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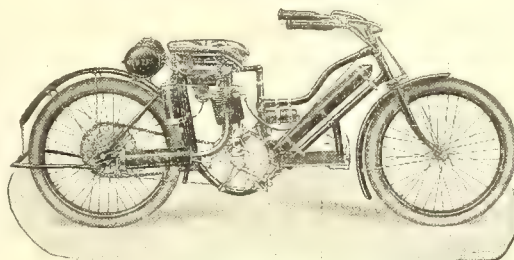
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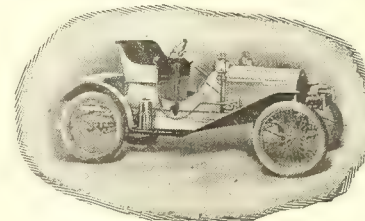
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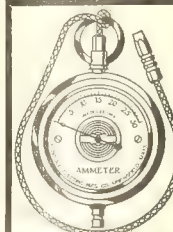
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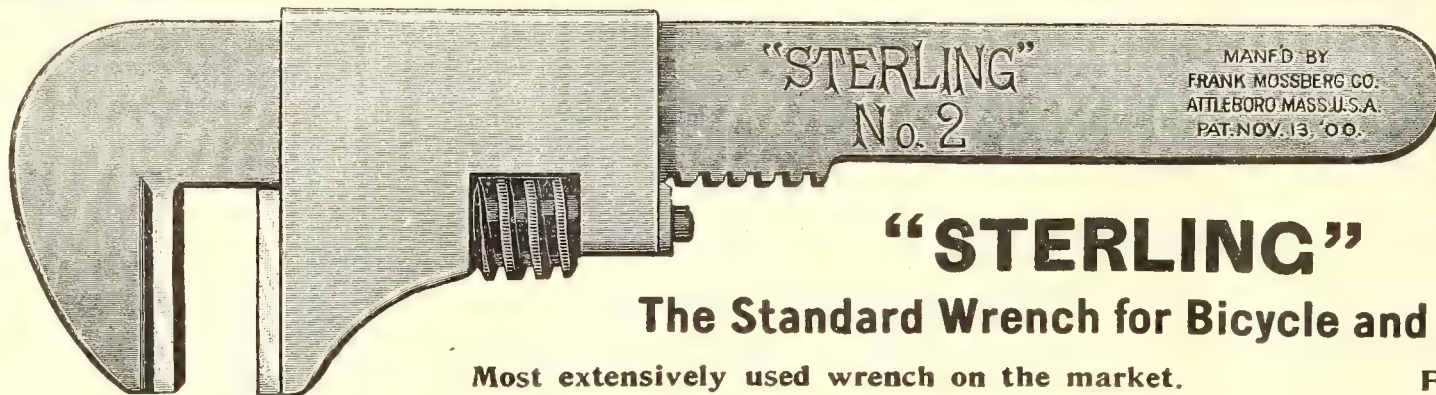


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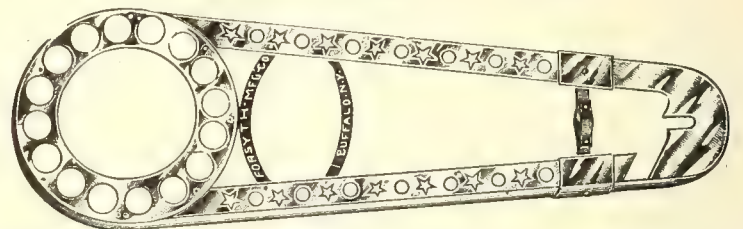
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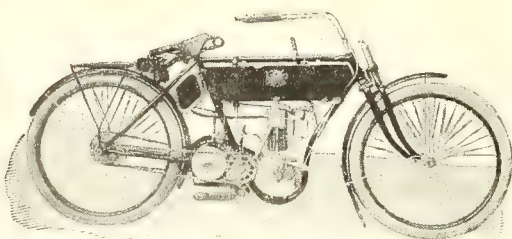
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The Call of the Road,

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THE CALL FOR KOKOMO TIRES

will become even more insistent than now. He is a wise dealer who heeds the signs and "takes time by the forelock." Are you one of the wise ones?



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DOES THE *A Drive Shaft and Gears?*
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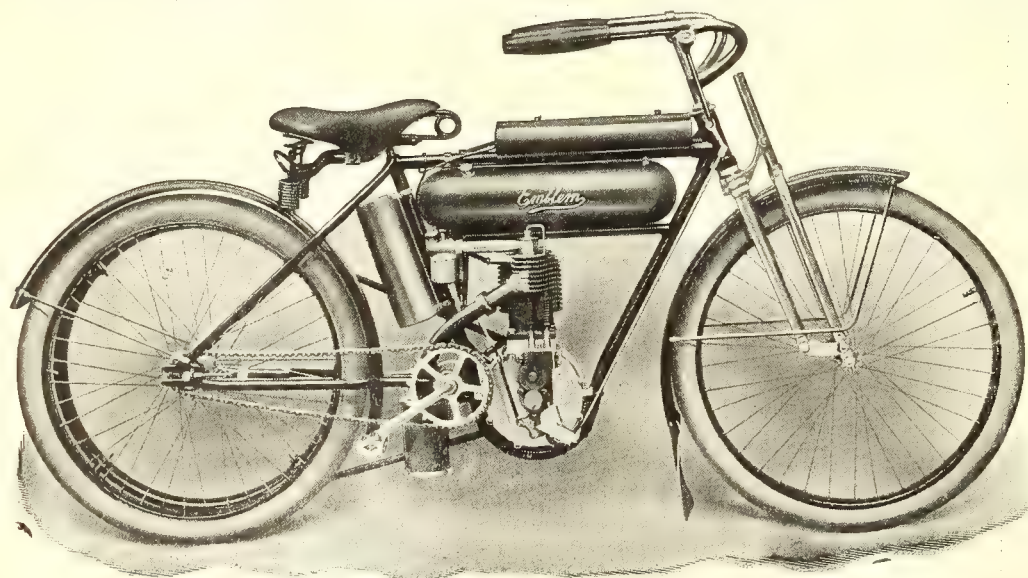
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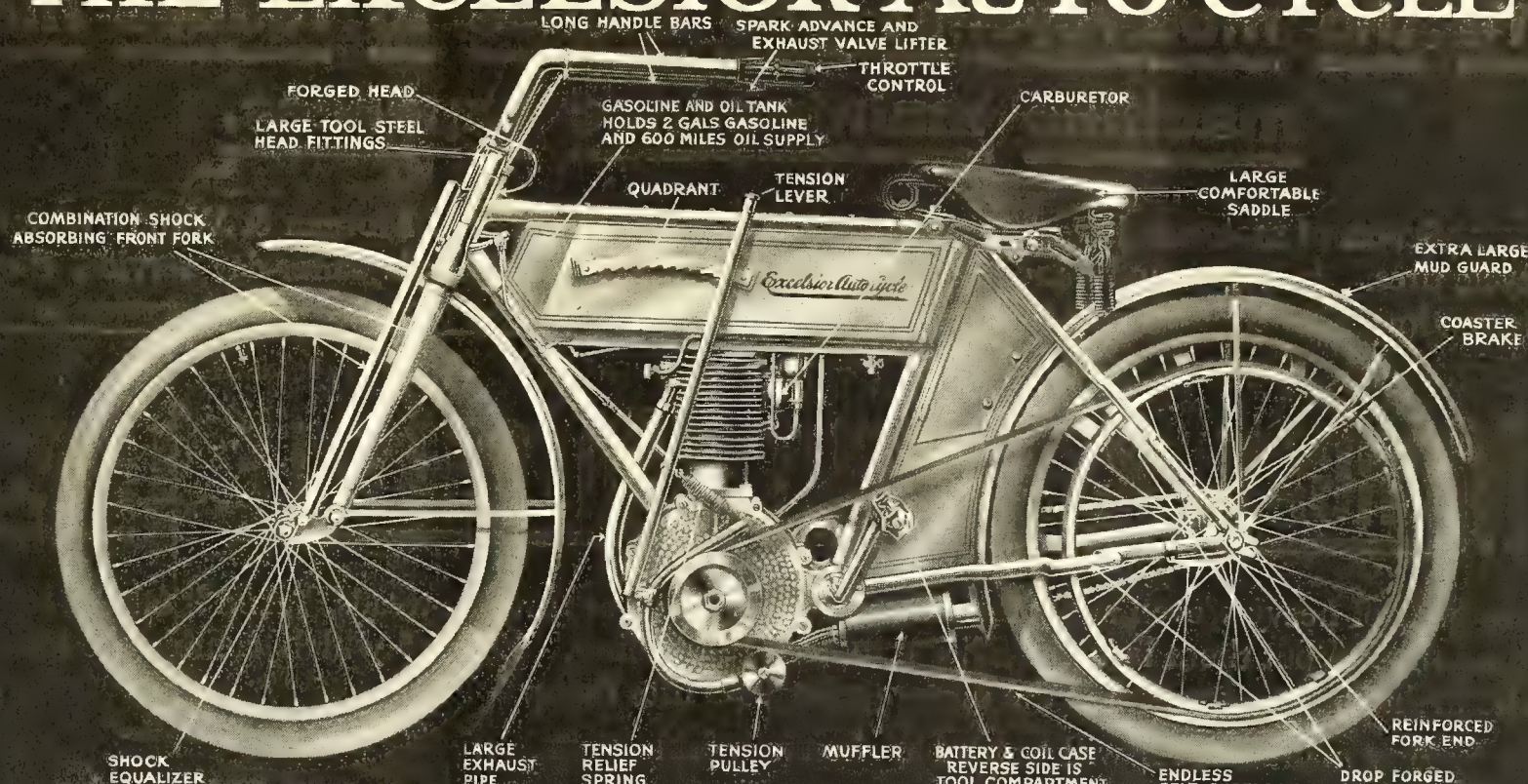
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LOW SADDLE POSITION-LONG WHEEL BASE-LOW DISPOSITION OF WEIGHT

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- A **POWERFUL, SILENT, VIBRATIONLESS MOTOR** that is big enough for the job and does not wear itself out by excessive speed to meet the overload.
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 - AN **ACCESSIBLE MACHINE**, in which all parts may be reached with the least possible interference with any other part, and the wheels removed without interference with mud guards or other accessories.
 - INDEPENDENT BELT AND CHAIN ADJUSTMENT**, whereby both belt and chain may be kept at proper tension.
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are built of heavy woven auto fabric that will stand two or three re-treads. And it takes a long time to put them into a condition to need re-treading. Both of which combine to lower the maintenance expenses of the motorcyclist who uses them.

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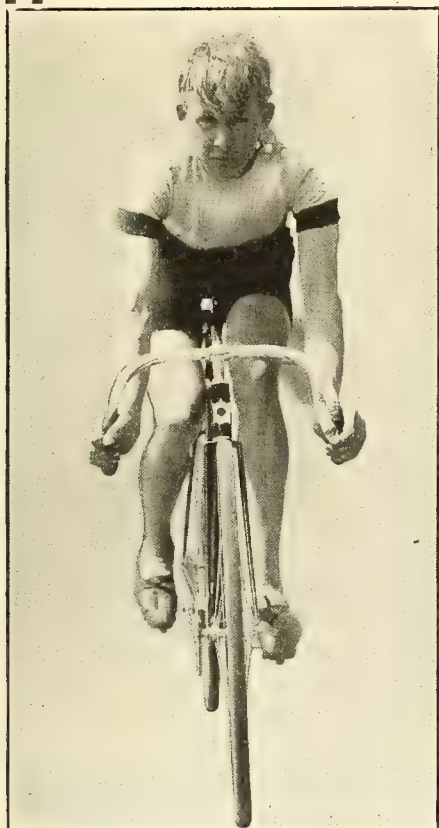
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 BREECH-BLOCK SPARK PLUGS

ALL are necessities; all
 all are ready sellers
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 All are top-notchers. No
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Five out of the six leaders were on **Tribune** and **Columbia** bicycles.

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You don't hear of races being won on "mail order" bicycles, because the racer demands a machine of absolute reliability. Neither are machines of freakish design used, because theory that cannot be demonstrated in a practical manner doesn't count.

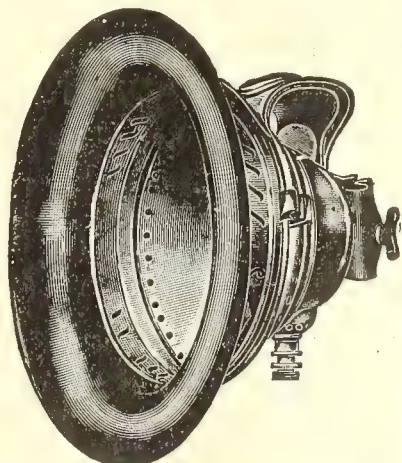
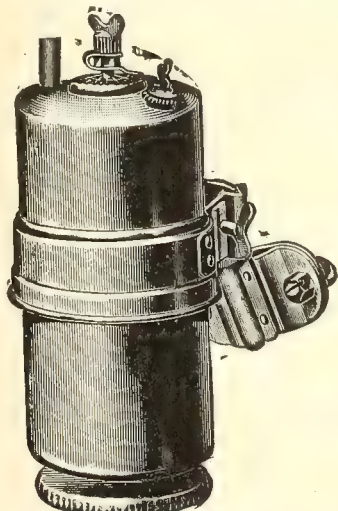
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Because, when you get ours, you are getting the best that can be had at any price.

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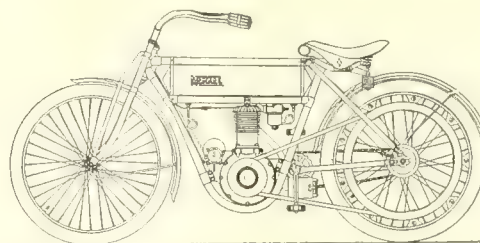
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and also beat the best time of all of the
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5 Miles in 4 min. 12 $\frac{1}{5}$ sec.

The fastest 5 miles ever ridden on a
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THIS wonderful performance, crowning the
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the important motorcycle contests of the world,
proves the N. S. U. to be unequalled, no matter
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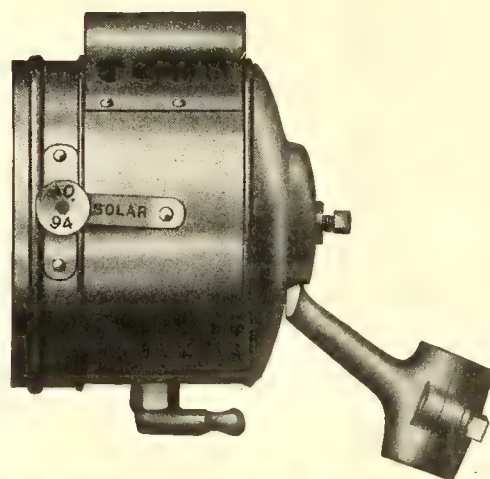
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Ask for Catalogue "B"

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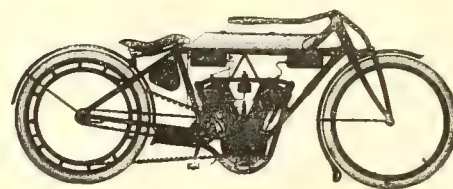
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Two Factories:
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were **FIRST IN AMERICA**



They're still first in everything

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World's Record (61 cu. in.) 1 Mile 46 $\frac{3}{4}$ sec.

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Only **DIAMOND MEDAL** 1907 F. A. M.
Endurance run. Highest Award "Both
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First in the Double Bar Frame, the long Wheel Base, the Vertical Engine with stripped cylinders, the Anti-Friction Bearings, V-Belt and numerous other so-called "new" features which we have used for years.

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The 1909 models represent a combination of speed, power, strength, durability and simplicity never before equalled.

Send for Catalog G and further particulars.

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Note That Construction!



1. Para rubber Inner Tube.
2. Specially selected Sea Island Cotton.
3. Specially selected Sea Island Cotton.
4. Layer of springy rubber (for resiliency).
5. Breaker Strip. (See below.)
6. Layer of springy rubber (for resiliency).
7. Extra layer of rubber for reinforcing tread.
8. Extra layer of rubber for reinforcing tread.
9. Cover of toughened rubber.
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The Breaker Strip designates the point to which the tires can be ridden with safety before sending them back to be re-covered.

Dealers! An increasing number of bicycle users are demanding a tire that will stand everyday wear over all kinds of streets and roads—the hardest possible use. The live dealer encourages this demand because *there's more money in it*. The only tire that fully satisfies this high-grade custom is the Goodyear Wrapped Tread—the finest tire that can be built, and *the only tire made that can be re-treaded*.

This is the best tire ever made for delivery wheels—those used in messenger service or by butchers, bakers, grocers, florists, etc. The Wrapped Tread outwears several ordinary tires in the rough riding such wheels get. It makes the fewest repair bills, and is in fact *the most economical* tire the owners of these wheels can buy.

The Goodyear Wrapped Tread Bicycle Tire

has a tread toughened to the strength of rawhide by our secret process, yet retaining all the life and springiness of rubber. If this tread ever does wear out we will re-tread it at a nominal cost. This tough tread is so perfectly united to the soft inside rubber as to be one piece.

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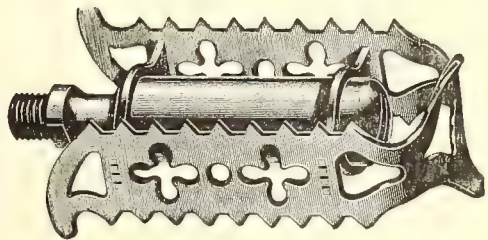
The Goodyear Tire & Rubber Company, Moal Street, Akron Ohio

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is not too good for you or for the manufacturer of the machine you ride

Forsyth Pedals



should be included in the equipment of your

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QUOTATIONS ON REQUEST.

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As a rule,

When you say to a Customer
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it is all sufficient.

When you are required to remark that it is some other saddle (and usually you know well enough that you try to dodge such remarks) you have to wade into a lot of lame excuses and explanations the whole burden of which is "It's just as good as a Persons." Of course you have to say something, but why stretch your conscience and resort to apology and explanation (all of which are transparent to the thinking man) when you can get the Persons itself and be sure of making a friend and adding to your good will account?

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The Musselman Automatic Coaster and Brake



"A child can put it together."

The brake without the Side-arm

STRONG
SMALL
SIMPLE
LIGHT
POSITIVE
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The brake without the Lock-washer



"Weighs only 25 ounces."

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, April 10, 1909.

No. 3

LOWER RATES FOR MOTORCYCLES

**Substantial Reduction in Tariff on Seaboard
Railway Lines to Western Points—
Takes Effect April 17.**

On and after Saturday next, 17th inst., it will be possible to ship motorcycles to Colorado common points at considerably lower rates than at present obtain, provided they are routed via the Atlantic seaboard railway lines.

On that date those lines will put into effect a tariff of \$3.12 per cwt. on less than car-load lots, and \$1.63½ in carload lots of 10,000 pounds or more. These figures represent a reduction of 39 cents per cwt. less than carload and 58½ cents per cwt. per carload from the existing rates which are \$3.50 less than carload and \$2.22 carloads.

These rates apply via the so-called differential lines, that is, those roads which are parties to the freight tariff applying from Atlantic seaboard territory to Colorado common points via the ports of Charleston, S. C., Galveston, Tex., New Orleans, La., Savannah, Ga., Newport News, Va., Jacksonville, Fla., and Norfolk, Va.

The new rates are a substantial reduction from the one and a half times first class classification which obtains via the fast freight lines and are in the nature of evidence that the railway managers finally have come to the conclusion that the motorcycle business is worth bidding for, the reduction having been made without urging of any sort.

Urges Reduced Tariff on Bicycles.

In his maiden speech before the House on Friday of last week, Representative Cox (Dem., Ohio), unexpectedly made a strong plea for reduction of the tariff on sewing machines and bicycles. He declared that American manufacturers were absolutely helpless in competing abroad with manufac-

turers of these products there, who were favored by lower tariffs in Europe. He said that unless the high protection rates were reduced American manufacturers would either have to abandon competition in foreign fields or establish factories in Russia, Germany and France.

While Mr. Cox's contentions represent opinions held in some quarters they certainly do not reflect the ideas of the American cycle manufacturers, who, in fact, joined in a protest against any reduction in the existing duty of 45 per cent. It is not probable that the remarks of the gentleman from Ohio will have much weight with the tariff revisionists and in the face of the expressed opinion of the trade what prompted him to utter them is not known.

Rushing Coaster Brake Production.

That there is no let-up in the demand for coaster brakes was indicated by the statement of two of the manufacturers who were in New York this week. R. D. Webster, of the Eclipse Machine Co., reported that the Eclipse factory has been operating 23 hours per day for more than a month past and Dewitt Page that the big New Departure works are running 13 hours daily.

Kicherer on Transcontinental Trip.

Eugene Kicherer, the head of the N. S. U. Motor Co., has left New York for a visit to the Pacific Coast. En route he will stop at all of the principal cities and N. S. U. agencies in the West.

Enlarging Tire Plant at Trenton.

The Empire Tire Co. is building another addition to its plant at Trenton, N. J. That it is necessary is indicated by the fact that the factory has been running night and day since February 1st.

Manufacturers to Meet in Buffalo.

The Motorcycle Manufacturers Association is due to hold a regular meeting on Wednesday, 21st inst. It will occur in Buffalo.

WORLD'S EXPORTS TOP \$23,000,000

**Vast Preponderance of the Parts Trade
Shows Growth of the Assembling In-
dustry—Statistics for 1908.**

Germany's statistics having become available, the recapitulation of the exportation of bicycles and parts thereof rendered possible, shows that the business of the exporting countries in 1908 attained a value of \$23,150,934 as against \$25,321,562 in 1907.

The figures disclose that of the five cycle manufacturing countries, Germany still remains at the head of the list, its exports during the year 1908 aggregating \$14,126,790, or just about double that of its nearest competitor, Great Britain, whose foreign business totaled \$7,094,995. However, while Great Britain's trade increased to the extent of more than a half million dollars, Germany's declined by more than \$2,500,000.

The United States, which once occupied the topmost round, long since lost that position and has steadily slipped downward, last year falling still lower and being passed by France; the United States's foreign trade dropped below the million dollar mark for the first time since it attained substantial proportions, attaining a value of but \$702,109. France not only improved its position, but slightly bettered the volume and valuation of its exports, which rose from \$1,068,000 to 1,109,000.

Little Belgium never has cut a considerable figure as an exporter of bicycles, and is little more than an "also ran." Its trade practically remained stationary and barely exceeded a valuation of \$100,000.

The statistics also indicate the enormous growth and extent of the assembling trade in the importing countries. Neither France nor the United States separately tabulate their shipment of complete machines and of parts, but as their total businesses did not

touch \$2,000,000 it is of comparatively small moment. The statistics of Germany and Great Britain serve to illustrate the point. While the proportion of complete bicycles shipped by the latter country greatly exceeds that of its chief rival, its exports of parts comprised 60 per cent. of its total business; in the case of Germany, the proportion is even greater; parts made up nearly 84 per cent. of its great total of say \$14,100,000.

The recapitulation of the business works out as follows:

Total Cycles and Parts.		
	1907.	1908.
Germany	\$16,608,250	\$14,126,790
Great Britain	6,442,030	7,094,995
France	1,068,000	1,109,000
United States	1,082,727	702,109
Belgium	120,555	118,040
Grand Totals	\$25,321,562	\$23,150,934
Complete Machines.		
	1907.	1908.
Germany	\$2,526,250	\$2,336,790
Great Britain	2,543,915	2,309,565
Belgium	14,350	16,630
Grand Totals	\$5,084,515	\$4,662,985
Cycle Parts.		
	1907.	1908.
Germany	\$14,082,000	\$11,790,000
Great Britain	3,898,115	4,785,430
Belgium	106,205	101,410
Grand Totals	\$18,086,320	\$16,676,840

Rubber Goods Renders Annual Report.

The report of the Rubber Goods Mfg. Co. and subsidiary companies for the fiscal year ended December 31, which just has been made public, discloses a slight decline in net sales and net earnings. Heretofore the fiscal year of the parent company, which includes the Hartford, G & J and Morgan & Wright companies, has ended with the close of business March 31, while that of the allied companies has been December 31. The statement now issued is a consolidation of the Rubber Goods Mfg. Co. proper and all its subsidiaries.

The net sales of the subsidiary companies for the year ended December 31, 1908, total \$18,491,988, against \$21,473,823 a year ago, while the total earnings of these companies aggregated \$2,203,519 compared with \$2,371,827 in 1907.

The consolidated income account for the fiscal year ended December 31 last follows:

Net sales for 1908	\$18,491,988
Earnings subsidiary companies 1908	2,203,519
Expenses, maintenance, etc.	218,936
Net profits	1,984,583
Dividends	1,051,699
Surplus	932,884
Surplus and working capital March 31, 1908	4,446,211
Total surplus and working capital	5,379,095
Depreciation on plants, patents, etc.	1,210,200
Total surplus and working capital, Dec. 31, 1908	4,168,895

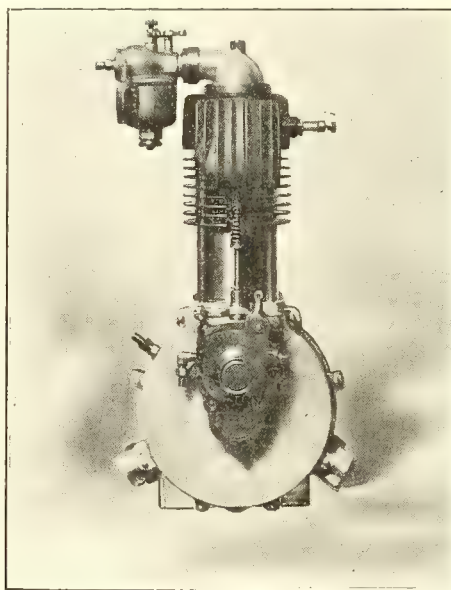
M. & W. Enlargement Nearing Completion.

Within a few weeks the pressure on the Morgan & Wright factory at Detroit, which for a long time has entailed night work,

will have been considerably relieved. The big addition to the already big plant which will increase the floor space by 20 per cent. is now nearing completion.

Lyon Produces a Ball Bearing Motor.

G. W. Lyon, who is engaged in the sale of motorcycles at 170 East Thirty-third street, Chicago, has undertaken also the manufacture and marketing of bicycle motors of the type shown by the accompanying illustration. The motor is of standard design and of full 30.50 cubic inches piston displacement, its bore being 3.5-16 inches, and its stroke 3½ inches. It is equipped with ball bearings on both main shafts, has wide half-inch cam and tool steel gears,



hollow cross head pin and two piston rings eccentric turned. The motor is designed for either force feed or sight feed lubrication and the spark plug may be inserted in either the head or on the exhaust port side. It weighs exactly 43 pounds.

Engine Squeak that is Deceptive.

It occasionally happens, especially after an engine has been reassembled by an amateur, that when the engine is started a mysterious squeak suggesting a dry bearing, will be heard. If upon examination the bearings and cylinders prove to be amply lubricated and the noise continues it is a good plan to remove the cover of the circuit breaker and see if the cam is dry. When the periphery of the cam becomes dry the friction set up by the nose of the platinum spring riding on it will be responsible for a sound resembling a "frozen" bearing.

To Make Engine Bolts Secure.

Engine bolts which are continually coming loose can be effectively fastened so that they will stay by the following method: Remove the bolts and thoroughly cleanse them in gasoline making sure that the threads are free from all dirt. Repeat the process with the holes into which the bolts fit and also the threads if they are screwed into a bracket. If the bolts and threads are now liberally coated with shellac and screwed home they will become set and prevented from loosening by the hardening

of the shellac. Unless all traces of oil and grease are removed beforehand this method will prove ineffective.

About the Nut on the Valve Stem.

While it is important that the rim nut on the valve stem be always in place to prevent the tire from creeping, especially when ridden soft, there is a tendency to dispense with it owing to the length of time which is required to take it off or put it on, which often is due to the crossing of the threads or the mutilation of them, and sometimes to the fine thread used. In any case its replacement or removal can be made the work of a moment. Most valve stems are milled flat on two sides after being threaded leaving two sides on which the threads engage the nut, and if the hole in the nut be filed flat on two sides it can be slid down the stem and locked in position by a half turn on the breech lock principle.

To Avoid Burring of Bolts.

Bolts are very often spoiled by carelessness in driving them out from parts in which they are located. If they do not start readily a hammer is generally used on them to accomplish their removal, with the result that the ends of the threads are frequently burred over. If a babbitt or brass hammer is not available, a stick of hard wood or vulcanized fiber, should be placed between the hammer and the bolt to prevent injury to the threads.

How to Clean Aluminum Parts.

To clean aluminum parts which have become discolored, go over the surface with a solution of six parts of water to one of sulphuric acid, using a stiff bristle brush. Afterward remove the excess acid with water. Then make a mixture of emery and turpentine and apply it to the surface with a bristle brush. A vigorous rubbing will restore the metal's original appearance.

Effect of Gasolene on Tires.

It is wise to resist the temptation that occasionally occurs to wash or wipe off a motorcycle tire with gasolene. Gasolene, like all oils, is a foe of rubber. Its effect on a tire readily may be learned by immersing a small piece of rubber for a short time. When the rubber is removed it will be found to be so brittle that it will crack or break between the fingers.

Weights of Gasolene and Oil.

A gallon of gasolene of the average commercial grade known as "76," weighs about 5¾ pounds. As the specific gravity varies the weight fluctuates to a slight degree. The average weight of a gallon of lubricating oil is slightly over 7 pounds.

When the Horn Refuses to Toot.

Horns which have been exposed to the rain and just occasionally refuse to sound. If the rubber bulb is taken off and a piece of thin paper passed between the lips of the reed it will clear the obstruction.

AFTER MOTORCYCLISTS' MONEY

Riders Offered Chance to Absorb Manufacturers' Wealth—F. A. M. President Denounces Use of His Name.

If anywhere there is a motorcyclist, or anyone else for that matter, who has a dollar bill, or even a fifty-cents piece that he doesn't know what to do with, there is a concern in Chicago which will be mightily glad to get hold of it and which indeed frankly admits that it "needs the money."

The Chicago people are the same who a few weeks since set out to publish an automobile journal with a motorcycle appendix, but as the automobile trade waved them away, they since have been making goo-goo eyes at the motorcycle industry, which, despite ingenious pleading has so signally failed to "give up" that the publication, after a short and fitful and troubled career, has suspended operations. Meanwhile its sponsors are making an effort to coax dollar bills and fifty-cents pieces from individual motorcyclists, and if they succeed in getting enough of them the dead publication may come to life again.

Stock jobbing or stock brokerage is understood to be the real business of the man behind the magazine, and it is not strange, therefore, that his proposal is to give in exchange for \$1 a share of stock in the company which he says he is incorporating; he will even sell the shares on the instalment plan of 50 cents down, 50 cents after awhile. It is cheaper even than mining stock. If he gets enough of the money, and if he then obtains enough of advertising, and if he secures a few other things, every stockholder may soon be drawing handsome dividends and rolling in wealth. It is just as simple as rolling off a log! The publisher of the suspended publication has discovered a secret of issuing a paper at a cost so low that men who have spent a lifetime in the business will marvel at the figures; he also has contracts with manufacturers sufficient to cover this cost (as a matter of fact the contracts were broken when the magazine suspended operations), and all he now needs is \$5,000 of riders' money to bring the dead to life and keep it alive, while the money lasts, at least.

It is a grand scheme and withal so very, very simple! For, says the author of it, when the manufacturers realize that the magazine is owned by 5,000 riders "who are working for it for the sake of the profit they get out of it," they (the manufacturers) "would have to spend money on it and you would get it"; also such ownership will permit the publishers to jump their advertising rates to \$100 per page, and in fear and trembling the manufacturers will fall over themselves to pay the price! While 5,000 riders are wanted to subscribe for 5,000 shares of stock in this "business proposition," in which "there is big money," the conclud-

ing paragraph of the circular letter outlining it concludes with the generous statement that "you can take as many shares as you like." No Nevada gold mine holds such chances or offers more liberal terms!

One man to whom the distribution of the "generous offer" brought surprise and pain was E. L. Ovington, president of the Federation of American Motorcyclists. Without his knowledge the Chicago schemers have used him as the "good thing" so necessary or so desirable for the extraction of money by such methods. The stock-for-sale circular was accompanied by a copy of a letter from Ovington in which "Friend Trump" (one of the Chicagoians) is assured that he has "the right idea," and urging him to "keep right at it and you can bank on me to back you to a finish," Mr. Ovington further informing "Friend Trump" that while the latter is willing to give "good assistance to the F. A. M. you can count on me for any help that lies in my power." Ovington considered it a personal letter, but possibly because it was signed with Ovington's official title, "Trump" felt free to use it to help sell stock; however that may be, when Ovington saw for what purposes it was being employed he figuratively "hit the ceiling."

He at once seated himself at his trusty phonograph and dictated a letter that left no doubt of his meaning. Stating that his letter to "Friend Trump" referred solely to a special F. A. M. number which was in contemplation, he denounced as "the most flagrant abuse of the confidence I placed in you" the use of the F. A. M. title and of his name and personal correspondence "to further your stock jobbing scheme." He recorded his objections in plain language and notified the schemers to at once discontinue the use of his name and the name of the F. A. M.. Mr. Ovington desires it made known that he is not in sympathy with the scheme.

But a few weeks previous these same people had embarrassed Ovington and called forth another protest because of another circular letter which they had issued in which he was represented as having appointed their struggling publication the official organ of the F. A. M., and which as a result thereafter would be sent free to all members. Mr. Ovington promptly repudiated the alleged "arrangement" and in a letter to the *Bicycling World* stated that he realized that it was not within the power of any officer of the F. A. M. to appoint an official organ. Mr. Ovington's communication denouncing the "stock jobbing scheme" shows that the "arrangement" consisted of an agreement to send the magazine free for one year to "all new members," which naturally suggests that their names and addresses were supplied by the organization which in itself is rather an unusual state of affairs and as the United States postal regulations prohibit such free circulation it was an arrangement that could not be legally carried out, even if the magazine had not discontinued publication.

MICHIGAN UPSETS MOTORCYCLES

Supreme Court Rules that They are Subject to Automobile Law—Result of a Police Test Case.

As the outcome of the test case instituted by the Detroit police department, the Michigan Supreme Court last week handed down a decision holding that motorcycles are motor vehicles within the meaning of the State law applying to automobiles and affirming the conviction of H. G. Smith, of Detroit for the violation of that law with a motor bicycle.

As the first ruling of a high court on the point, this decision is of momentous and far reaching importance; its ultimate effect it is impossible to estimate, but as it establishes a precedent which the judiciary of other States are certain to call to their aid when occasion presents, its influence will extend far beyond the borders of Michigan and may result in the loss of concessions now enjoyed in other states whenever the point involved is raised.

H. G. Smith, whose conviction is affirmed by the ruling, was merely a nominal defendant. He was a motorcycle patrolman and was used by the Detroit police officials to force a decision regarding the status of motorcycles that would permit them more clearly to apply the law. In August last he was arrested for riding a motorcycle without a registration number, and in the magistrate's court was fined \$5 for what was held to constitute a violation of the automobile law. Up to that time, motorcycles had been treated as bicycles and in preparation for the test case Smith had applied to the Secretary of State for a registration certificate which that official refused to issue, holding that motorcycles were not amenable to the automobile law. Smith, that is, the Detroit police department, appealed from the decision of the lower court in accordance with the prearranged program, and the decision of the supreme court of the State rendered last week was the result.

If now the provisions of the automobile law are enforced literally, the motorcyclists throughout Michigan will, among other things, be compelled to carry tags, front and rear, and also three lamps, two white ones in front and a red one in the rear.

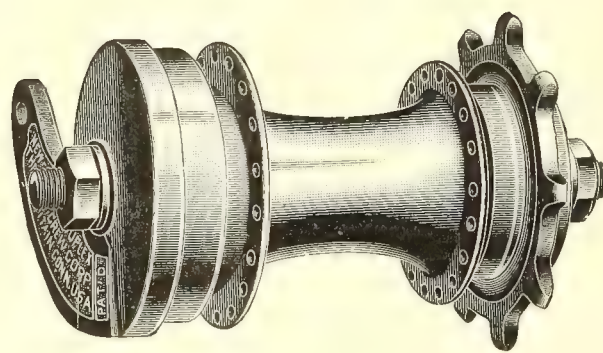
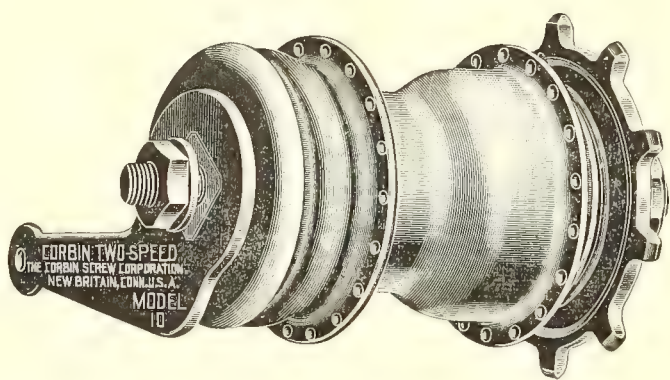
Lubrication of Magneto Bearings.

Trouble is often experienced with magnetos through over oiling. Sufficient oil to lubricate the bearings properly is all that is required and any excess will sooner or later find its way on to the commutator points and cause "skipping."

To Prevent Rusting of Terminals.

It is well to keep the wire terminals of magnetos coated with vaseline or thick grease to prevent corrosion or rust.

Spring Days Always Cause a Rush for Corbin Coaster Brakes



Are you prepared to meet the rush
and and do you realize the great
advantages of Corbin quality and the
opportunities afforded by being able
to offer purchasers either a single
speed or a two-speed coaster brake?

CORBIN SCREW CORPORATION

New Britain, Conn., U S A.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, APRIL 10, 1909.

"Please find enclosed check for \$2 for which kindly renew my subscription for the *Bicycling World and Motorcycle Review*. I certainly would feel very much disappointed to miss an issue as I look for it each week just as much as I look for pay day."
—Lloyd P. Miller, Boston, Mass.

The Michigan Motorcycle Decision.

In many respects the decision of the Michigan Supreme Court that motorcycles are motor vehicles with the meaning of the State automobile law, is the most momentous judgment that has been rendered since motorcycles came into use.

Establishing the legal precedent which heretofore has been lacking, it provides the groundwork for similar decisions whenever and wherever the point may be raised and may be used as a lever with which to raze the legislative structure which during the past five years the Federation of American Motorcyclists had so carefully reared. All the material gathered may be rendered useless and all the concessions and advantages gained soon may fall like chaff.

It cannot be said, however, that the Michigan decision is an entire surprise. It was not such a test case as those concerned with the welfare of motorcycling would have invited, nor was it prosecuted by those who had any genuine interest in its well being,

or who were primed with the facts and fine points which can be brought to bear. The suit was instituted without warning or consultation by the Detroit police department, whose interest purely was perfunctory and which cared little what the decision might be; all it sought to do was to force a decision of some kind which would justify the police in treating motorcycles as either automobiles or bicycles. The court ruling which places them in the class with automobiles is the result, and if the law is enforced literally, the lot of the Michigan motorcyclist will not be wholly a happy one.

At the time the suit first was instituted the *Bicycling World* called attention to its vital and far-reaching importance, and urged that the F. A. M. bring all its weight to bear, but if there resulted more than an exchange of letters between F. A. M. officials and interested Detroit men we have no knowledge and there is reason to doubt. The Detroit police lawyers apparently fought it out in their own way and according to their own lights.

The judicial mind frequently is beyond fathoming and while it readily is conceivable that the attachment of a motor to a bicycle may be held to constitute a motor vehicle, that it remains a bicycle is as undoubted, and as the bicycle long since was legally defined as a carriage without having the laws governing carriages applied to it, the question involved in the Michigan case was a pretty one and capable of more than the answer which the court rendered. Considered even as a motor vehicle and despite the opinion of the learned jurists the language and provisions of the Michigan law make abundantly clear to the lay mind conversant with motorcycles that they were not such motor vehicles as the framers of the law had in view. Proof of this contention is plain in the requirement that two white lamps be carried on the front of the vehicle and a red light on its rear, not to mention any other of the law's requirements.

However binding the Michigan decision may prove to be in that State it will not be convincing until the great weight of argument which it is possible for the F. A. M. to present shall have been considered and passed upon by some other tribunal.

Not the least remarkable incident of the situation is the unusual glee and avidity with which the decision apparently has been seized on and turned to use by at least one branch of the twelve million dollar automobile merger or "trust," which recently was

formed in Michigan. Before the decision had time to grow cold, the publicity department of the Oakland Motor Car Co., which is a branch of the "trust" in question, sent to the press at large a considerable notice reporting the ruling of the Supreme Court and relating that the "owners of these miniature buzz wagons" "must comply with the law at once in order to save prosecution," and pointing out that they must carry two white lamps in front, a red one in the rear, also number plates front and rear with the word "Michigan" in letters one inch high. All this might be construed as philanthropy on the part of the automobile manufacturer, but his press notice concludes as follows:

"Motorcycle owners are now trying to find relief, for they have before the Michigan legislature, which is now in session, a bill providing for exemption from the provisions of the automobile law, but it is not at all likely that it will pass for a good many members of both houses have expressed their opinion that no exception should be made and so long as they are 'horseless' they will have to comply with the law."

Just what purpose this automobile manufacturer aims or hopes to achieve by the circulation of such matter, is not wholly clear, but that it is not inspired by friendly or unselfish motives is apparent on the surface.

It is to be hoped that the Michigan motorcyclists are endeavoring to obtain legislative relief and that the legislature will be open minded enough to see and admit that two and the four wheeled vehicles are not of the same class and that the rider of the one is as much at the mercy of the driver of the other as any other person who uses the highways. Incidentally, in prosecuting their case in the legislature, the motorcyclists, if they are alive to their opportunities, may turn to advantage the press notices of the "Michigan automobile trust," which have been printed as "news" in a number of publications. The "news" serves to indicate who hails the discomfiture of motorcyclists with the greatest satisfaction and the reason is not far to suggest.

"Enclosed find money order for \$2.25 for which please send me Care and Repair of Motorcycles and renew my subscription for the *Bicycling World*. Could not get along without the paper; I think it the best one published in our line."—Ed. Matthews, Hammond, Ind.

CORRESPONDENCE

Causes of Carburetter Flooding.

Editor of the Bicycling World:

Your answer to my previous query, regarding the trouble with my machine was correct and enabled me to remedy the difficulty and now just one more question regarding my Thor carburetter: When the machine is not running, the carburetter does not leak a drop, but sometimes after starting the engine the carburetter will flood; the float chamber fills up until the gasoline spurts out through the priming pin hole. When the float is pressed up and down with gasoline in the chamber, it will work all right, and then suddenly stick and hold the needle valve off its seat. The nickeling on the float valve is worn off in several places. Does this make any difference. Can you tell me how to stop the flooding?

GARNER SMITH, Canton, Miss.

[The symptoms indicate that something is loose or slightly bent, thus causing the float to halt and stick when jarred by road travel. Closely examine the needle valve and balance lever of the float and their fastenings, also the float itself, which in handling may have become so dented as to be out of round. The wear of the nickeling probably is due to natural causes, but a particularly bright or worn spot of the brass possibly may serve to show in just what position the float sticks and thus afford a clue to the cause of the trouble. It is assumed, of course, that the float chamber is clean and that neither a particle of dirt or sand or any other foreign substance is holding anything off its seat. There is a remote possibility that the little spring holding the priming pin may have become weakened and that jarring may cause the pin to slip down and remain in contact with the float. It can be stiffened, of course, by stretching.]

Kraemer Sketches His Own Career.

Editor of the Bicycling World:

In one of your recent issues you state the following regarding George Kraemer, the undersigned: "Although he has been touted as having come from Europe, as nearly as can be learned, he is a carpenter from Iowa who never has figured as a racing motorist."

I wish to state to the contrary, that I have been in the racing game as a professional since 1894, and in '96 and '97 I raced all through Europe. I owned the first motor tandem built by Oscar Hedstrom for Charlie Miller, which I purchased from Miller in 1901. I paced riders with this machine; also followed pace behind it myself. In the fall of the same year I had it cut down into a single racing motor and raced through Wisconsin and Illinois at all the big fair meetings, and backed myself for \$100 with this same motor against the Mitchell manufacturers, which match took

place on the Garfield Park track in Chicago, and which I won.

In 1903 I again went to Europe and produced a motorcycle racing act which I showed in all the large cities in Europe on the vaudeville stage. I also owned the largest pacing motor ever used on the tracks in Europe, a 35 horsepower double cylinder Anzani with which I furnished pace in 1907 for John Bedell in Europe. I then purchased two Anzani motors of about 20 horsepower each, or the measurement of the double cylinders is 110x120 millimeters. One of these motors I have ordered to be shipped from Paris to Los Angeles and as it has not yet arrived your statement that I was riding it at the time of my fall is incorrect. After an absence of five years I returned to America last December.

As for me being a carpenter, I am sorry to say I am not proficient in that trade and never have been, and my record as above will prove to you that I have followed the bicycle and motorcycle racing game for at least 15 years. My home is in Illinois and not Iowa, so your information was entirely erroneous.

If you wish further proof of my identity I can refer you to A. G. Batchelder, F. Ed. Spooner or Charles Wells, of New York, who will give you any information wanted. I am at the present time Jack Prince's partner in the track here in Los Angeles.

GEO. KRAEMER, Los Angeles, Cal.

Engines, Ignition and Transmission.

Editor of the Bicycling World:

As a constant reader of your valuable paper I would thank you for answers to the following questions:

1. What is the horsepower of an air cooled engine with 2½-inch bore and 2⅝-inch stroke at 800 r.p.m.?
2. About how fast should it travel if made into a very light motorcycle—say 75 pounds—under normal conditions?
3. Which is the more reliable form of ignition, battery or magneto, and why?
4. Which would be best and most reliable for an 8,000 miles cross country trip with a 6 horsepower machine, roller chain or rubber V belt?
5. About how far would a 3 horsepower Thor travel over average roads on 2 gallons of gasoline; also one of 6 horsepower on the same quantity?

SOUTH TEXAN.

[1. About one horsepower.

2. Unless it were an amazingly well designed engine, the machine probably would not run fast enough to endanger the legal speed limit and then only until it encountered a grade, when it would stop; at 800 revolutions it scarcely is probable that such a small engine under such a load would turn over fast enough to remain in operation.

3. Magneto. It practically is an everlasting battery, giving a hotter and more certain spark and with less wiring, and fewer connections and other chances for

COMING EVENTS

April 11, San Antonio, Texas—San Antonio Cycling Club's annual 11 miles Mission Loop race; open.

April 17, Philadelphia, Pa.—Bicycle Marathon road race; open.

April 21, Newark, N. J.—National Turn Verein Wheelmen's amateur and professional home trainer bicycle races at Turn Hall.

April 25, Brooklyn, N. Y.—Linden Motorcycle Club's century run; open.

April 25, New York—New York Motorcycle Club's field day at Morris Park track.

April 25, Los Angeles, Cal.—Los Angeles Motorcycle Club's race meet on Stadium track; open.

April 25, Brooklyn, N. Y.—Eastern Division Century Road Club Association's annual spring century run; open.

May 2, Valley Stream, N. Y.—International Cycle Association's 10 miles handicap road race; open.

May 9, Brooklyn, N. Y.—New York Motorcycle Club's double century run; open.

May 9, Jersey City, N. J.—New Jersey Division C. R. C. of A.'s annual spring century run; open.

May 16, Brooklyn, N. Y.—Century Road Club of America's spring century run; open.

May 30, Plainfield, N. J.—Plainfield Cycling Club's 25 miles handicap road race; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of \$1 per inch.]

Plan to be in New York
June 13th,

For upon that day will be held the
FIRST BICYCLE MARATHON
(26 miles 285 yards)

Over the famous Merrick Road on Long Island.

With liberal patronage from the
trade the Roy Wheelmen, of New
York, hope to make this the

GREATEST HANDICAP RACE
EVER HELD IN AMERICA

Address all communications to
Room 425,

1947 Broadway, New York City

short circuits, misfiring and trouble generally.

4. In the event of wet weather the belt probably would have a tendency to slip; otherwise the matter of transmission is one of individual preference and opinion. It frequently is a case of "what is one man's meat is another man's poison." On such a journey, however, a two-speed gear should be worth its weight in silver, at least.

5. Approximately, 150-160 miles for a 3 "horse" single, and 100-110 miles with a 6 "horse" twin.]

BIG OPENING MEET AT NEWARK

Enthusiastic Crowds See Kramer Capture Both Professional Events—Lawrence Makes His Eastern Debut.

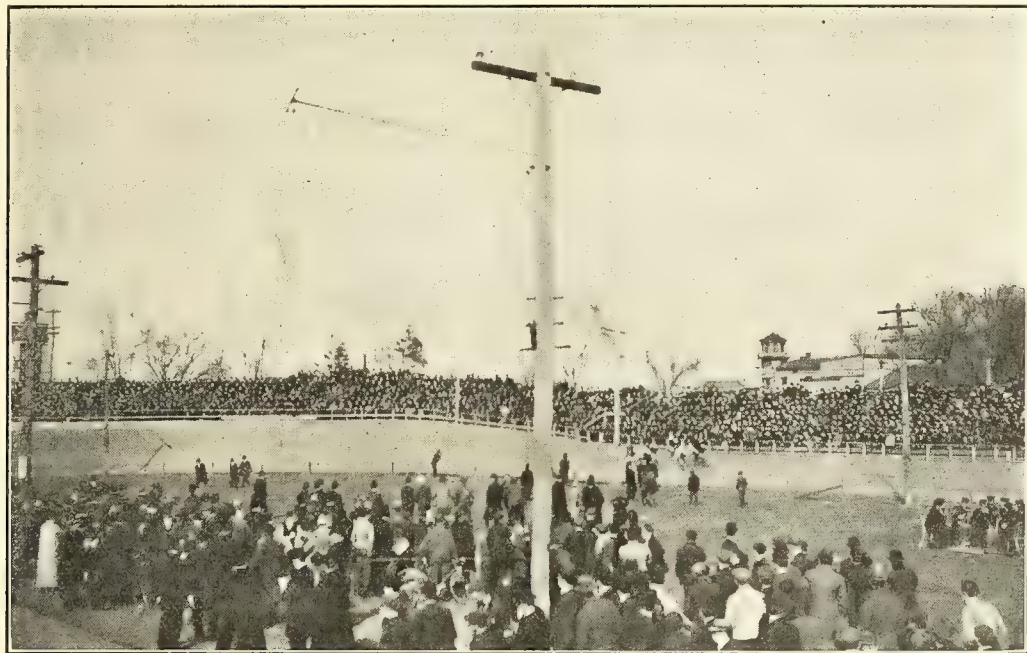
With one of the largest crowds in attendance, not even excepting the so-called "old days" of the Vailsburg board track, the new six lap Newark (N. J.) Velodrome began its second season on Sunday afternoon last, 4th inst., under circumstances that augur

last named being the fastest. The two Californians—Fred West and Percy Lawrence—made good their initial appearance, West getting third in the open, and Lawrence winning the five miles open for amateurs, despite a six man combination of the National Turnverein Wheelmen that apparently was determined to discourage the midget record breaker from San Francisco.

For the reason that it was named in honor of Frank Mihlon, Newark's patron saint of bicycle sport and racing men, perhaps more interest attached to the two miles Mihlon

caught the others. There were still several long markers up front when Kramer and Anderson reached the tail end of the procession, but Drobach and Halligan did such good pulling that Hill and Smith were tagged two laps from the finish. Edward Rupprecht thought he could go the distance and let drive before the bell lap. At the beginning of the last turn Anderson went around on the outside, while Kramer followed. The Dane saw the champion after him and jumped, the battle between them being one of the most stirring finishes imaginable. Anderson was riding down the stretch like a whirlwind, while Kramer gradually was getting even with him. The race was in doubt until within ten yards of the tape, when Kramer's sturdy legs drove upon the pedals with such telling effect that he nosed out Anderson by three inches. Charles Schlee got a position on Kramer's wheel and thereby was able to beat Fred West for third money.

The half mile scratch professional was run in three trial heats with two to qualify in each and the first resulted in another sprint between Kramer and Anderson, the latter losing by a half length. Rupprecht apparently was pulling Krebs in the second heat, but the "Flying Dutchman" went alone the last lap, with Billington on his wheel. Fred West, the young San Franciscan, who closely resembles Oliver Dorlon, however, came up strong in the stretch and put the Indian sign on the well meaning Billington. In the third heat, which, by the way, was

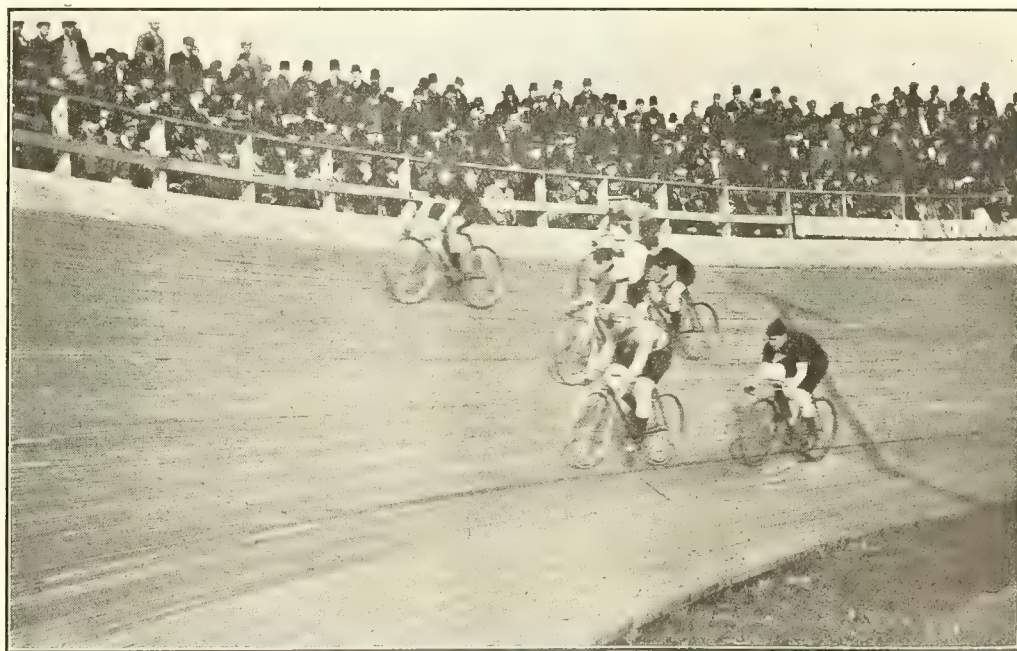


SIX THOUSAND BICYCLE "FANS" AT NEWARK

well for the future welfare of the sport in this part of the country. A crowd estimated at more than 6,000 persons was present, and although they had favorites among the large fields of both professional and amateur riders, all joined in vociferously acclaiming the prowess of Frank L. Kramer, when he handsomely won both professional events, and in hailing the wonderful little rider fresh from the Pacific coast—Percy L. Lawrence.

Never under the old regime was "opening day" at the Newark track accomplished with so much success, and although the field of professional riders might have possessed more calibre, as doubtless will be the case later, Manager John M. Chapman served up a mighty delectable afternoon's sport to at least 6,000 hungry bicycle "fans." None of the confusion that has marred previous opening meets was apparent and from the beginning of the first heat in the novice until the crowd filed out after Kramer won his splendid victory in the Mihlon handicap, there was not the slightest hitch in anything, but clocklike regularity in running the events and caring for the great crowd.

The racing on the whole was spirited and fast for this time of the year, but it was apparent that Manager Chapman will have to secure some riders capable of giving Champion Kramer a battle. Judging from last Sunday's racing the only men here at the present time that are capable of furnishing a fighting finish are "Herr" Floyd Krebs, Fred West and Norman M. Anderson, the



AMATEURS JOCKEYING ON THE BANK

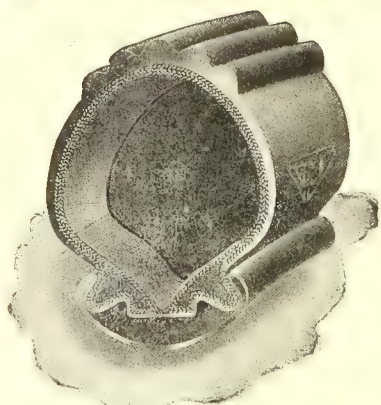
handicap than to any other race, as Mihlon himself fired the pistol that started the 22 cash-chasers. "Jimmy" Hunter was quickest off the limit mark of 250 yards and he gathered in three five dollar laps before Tommy Smith and Ben Hill worked up from 175 yards. Dupuis quit with a broken chain in the first lap, and John Bedell unfortunately was put out on the running in the third lap by a broken saddle. Kramer had the honor mark and after overhauling Anderson, on 50 yards, he and the speedy Dane

the best filled, Alfred Halstead, another Californian, who rode here as an amateur last year, competed for the first time as an avowed professional. Halstead and Oscar Goerke showed that they have sufficient speed to cope with their older brethren and to the great surprise of everyone this pair beat out John Bedell. As the first heat was the fastest, Halligan, who finished third in that trial, got into the final.

Kramer had the pole and let Halligan lead

(Continued on page 86)

\$50 in Gold to



G & J Motorcycle Tire.
Corrugated Tread

\$25 first prize—\$15 second prize for the best advertisements on Indianapolis G & J Tires. Open to all riders. No restrictions and conditions of the contest.

We who make Indianapolis G & J Motorcycle Tires know their merits too well to advertise those merits as forcefully as we should. In other words we may be compared to the undefeated racer.

He becomes so accustomed to defeating competitor after competitor that he doesn't feel the elation, the enthusiasm that makes his audience cheer him to the echo. He expects to win.

It has become a habit with us to make tires of unvarying superiority. The result is that we have lost the power to express their excellence as enthusiastically as the rider who uses them.

We talk from the viewpoint of the manufacturer who knows that certain processes produce certain tires. He talks from the viewpoint of the user who sees the results these tires give in actual service.

And it is results—not causes—that tire users want to know.

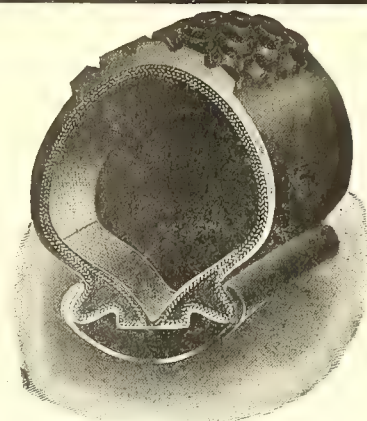
We therefore offer the above prizes to obtain the opinions of motorcyclists on Indianapolis G & J Tires.

If you use them (and very few don't) tell your experience with them. Add to it, if you wish, the opinions of your friends.

G & J TIRE COMPANY

Motorcyclists

ize—\$10 third prize for the
napolis G & J Motorcycle
restrictions. Read the purpose
st below and get busy.



G & J Motorcycle Tire.
Bailey Tread

If you have never used them, you very probably know several things that other motorcycle tires don't do that they should. You can truthfully assert that Indianapolis G & J Tires do all these things.

Briefly, the point is this. Write the best advertisement you can—an advertisement which you think will interest other riders. Don't stint yourself. Make it as long as you wish. Have it in the form of a reading notice or a display ad. But make it interesting. You don't have to be an ad-writer to do that.

All advertisements must be in our hands not later than April 15.

The prizes will be awarded by a committee of three outside of this company—consisting of the advertising manager of this paper and advertising managers of two other publications.

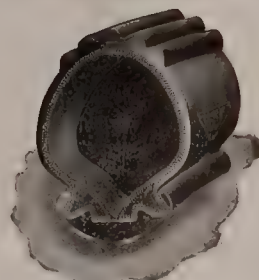
No contributions will be returned and we reserve the right to use any in addition to the prize winners.

The names of the winning contributors will be published in this paper as soon as the judges make their award.

Write your advertisement at once and send it to the

ANY, INDIANAPOLIS, IND.

\$50 in Gold to Motorcyclists



G & J Motorcycle Tire.
Corrugated Tread

\$25 first prize—\$15 second prize—\$10 third prize for the best advertisements on Indianapolis G & J Motorcycle Tires. Open to all riders. No restrictions. Read the purpose and conditions of the contest below and get busy.



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G & J TIRE COMPANY, INDIANAPOLIS, IND.

BIG OPENING MEET AT NEWARK.

(Continued from page 83)

slowly for the first lap. The pace began to increase as the bell lap approached and shortly afterward Anderson tried to jump Kramer. The latter met the onslaught, however, and Anderson was repulsed. In the homestretch Krebs came around on the outside with West close up. Krebs couldn't hold Kramer's speed and lost out by a half length, West being three lengths behind the Newark German. Halstead got fourth place.

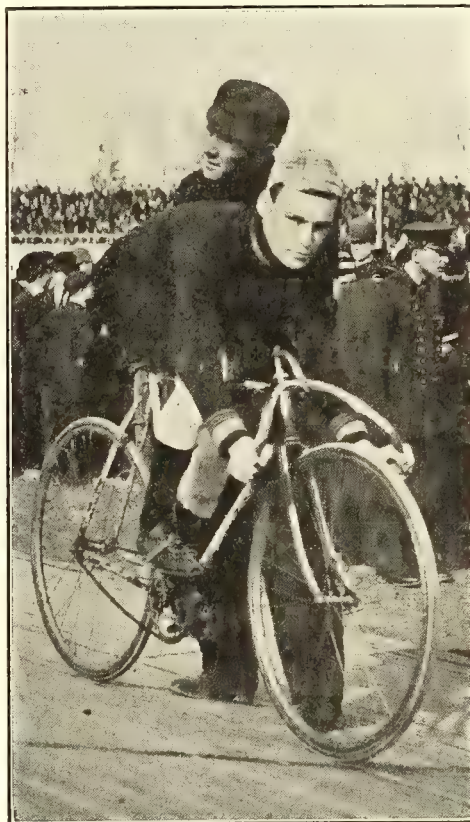
A most spectacular fall in the bell lap of the mile amateur handicap spoiled what would have been a cracking finish in that event. Lawrence started from scratch in the first heat, but the gap was too great for him to close. Fifteen riders qualified for the final, with Adam Beyerman and Maurice Vanden Dries on the lowest marks—20 and 35 yards, respectively. Arthur Hintze, on 150 yards, led the first two laps, the field bunching a half lap later. Two laps from the finish Carmen went to the front with Beyerman on his wheel, and this was the order at the bell. On the backstretch, just before the beginning of the last turn, with the 15 riders well bunched, Maurice Vanden Dries hit the boards, and over him, like pins on a bowling alley, tumbled 11 others. This left only Carmen, Kessler and Morton to finish and they crossed the tape in the order named. Charles Jacobs, of the Irish-American A. C., got on his bicycle and finished fourth. A number of bicycles were smashed, but Maurice Vanden Dries was the only rider injured. He broke the middle finger of his left hand.

Percy Lawrence, the 105 pound San Franciscan, who broke four world's records at Salt Lake City last season, demonstrated that the tales of his whirlwind sprint have in no way been exaggerated. Two laps from the finish six of the National Turnverein Wheelmen managed to surround Lawrence and none of the spectators thought he had a chance. Two laps from the finish Lawrence went in front, only to be hemmed in on the bell lap by the six man combination. He very cleverly extricated himself, however, and with Magin leading into the stretch, Lawrence uncorked a jump that carried him even with the former. Once that position was gained it was all over with Magin, but the shouting, as Lawrence won by a half wheel. Beyerman was third and Jokus fourth. Carmen won the lap prize with 14 to his credit.

Three professional motorcyclists started in the five miles race for power driven machines—Schultz on an N. S. U., Hunter on an Indian, and King on an M-M—and the crowd was glad when it was over. Schultz and Hunter raced neck and neck for the first mile, covered in 1:20. They had gained a half lap on King in the eighth lap, when the last-named, coming into the home stretch, slipped and fell. A frightened gasp escaped the lips of the spectators, but King rolled down the banking, unhurt, and Man-

ager Chapman, who was standing near the spot, pulled King and his machine from the track just as Schultz and Hunter ricocheted around the turn. The race lost interest after that. Schultz seemed to have plenty of power in reserve to pull away from Hunter each time the latter came up to him, and he won by 15 yards in 6:29 $\frac{3}{5}$. The fastest mile was the second, which was covered in 1:16 $\frac{3}{5}$.

A quick glance at the professional ranks as they lined up at the tape for the various heats shows that some of them have changed their mounts since last season. John Bedell, Billington, Appleton, Hill and Lowe rode Columbias, and Anderson and Halligan Tribunes; Kramer, Haug, West and Devonovitch sat upon Pierces, while



PERCY L. LAWRENCE

Halstead, Schlee and Krebs pedaled Iver Johnsons. A bicycle that caused a bunch of riders to gather around it was the peculiar looking New England racer ridden by Jerome Steinert, of the Roy Wheelmen. The bicycle, which was designed by the J. W. Grady Co., of Worcester, Mass., and which was illustrated and described in the *Bicycling World* some months ago, has a curved diagonal tube and shorter rear stays, thereby shortening the wheelbase and chain length considerably. Being able to jump quickly is one of the advantages claimed for it, as well as less "sawing" of the rear wheel.

The summary of the day's racing follows:

One mile novice—Won by John Kaufman, Bay View Wheelmen; second, B. Penna, East Orange; third, Walter Stachle, N. T. V. W. Time, 3:04 $\frac{3}{5}$. C. Capello finished first but was disqualified.

One-half mile scratch, professional—Won by Frank L. Kramer, East Orange; second, Floyd Krebs, Newark; third, Fred West,

San Francisco; fourth, Alfred Halstead, San Francisco. Time, 1:08 $\frac{3}{5}$.

One mile handicap, amateur—Won by Clarence Carmen, Jamaica (60); second, Martin Kessler (70); third, William Morton (90), N. T. V. W. Time, 2:15 $\frac{1}{5}$.

Five miles scratch, amateur—Won by Percy Lawrence, San Francisco; second, Jacob Magin, N. T. V. W.; third, Adam Beyerman, New York; fourth, Ernest Jokus, N. T. V. W. Time, 12:26 $\frac{4}{5}$.

Five miles motorcycle, professional—Won by Bob Schultz, N. S. U.; second, James Hunter, Indian. Time, 6:29 $\frac{3}{5}$.

Two miles Mihlon handicap, professional—Won by Frank L. Kramer, East Orange; second, N. M. Anderson, Denmark; third, Charles Schlee, Newark. Time, 4:13 $\frac{1}{5}$. Lap prize winners, Hunter, Smith and B. Hill, 3 each; Goerke and Rupprecht, 1 each.

Atlanta Cyclists Plan Big Season.

That continued bicycle racing in Atlanta, Ga., the past winter and spring has had a salutary effect, is evident by the renewed activity apparent in the Georgian city. One bicycle club has been formed and others are being talked of, while two bicycle road races are on the calendar for early decision.

Several young men who work in the Equitable building have formed the Equitable Riding Club, the purpose being to promote pleasure rides throughout the country surrounding Atlanta. Long tours also will be made later in the summer.

The Atlanta Boys' High School is promoting a team relay race to be held on Saturday, April 10, the course being over the Peachtree road to Buckhead and return. "Gus" Castle has donated the first prize. Eight teams have thus far entered, the composition being as follows:

Robinson and Rawson, McMillan and McCord, Grant and Thompson, Woodward and Hudgins, Grant and Johnson, Chapman and Hurt, Whitner and Paterson and Hope and Bearsley.

The big sporting event of the season will occur on Saturday, May 1st., when there will be a bicycle road race, a ten miles motorcycle road race and several bicycle sprint events. The first place and time prize in the motorcycle race will be bicycles. The distance of the other events and the nature of the prizes to be offered have not been announced as yet. The Alexander-Seewald company is promoting the carnival, the actual management falling upon Russell Elliott, of that company.

Newark Slates a Home Trainer Meet.

Although the outdoor racing season by that time will have been well advanced, the National Turn Verein Wheelmen of Newark, N. J., will hold a bicycle home-trainer meet on Wednesday evening, April 21st. The meet will take place at Turn Hall, 211-219 Bruce street, Newark, and the card will include both professional and amateur races, in which the prominent racing men now in the east will compete. There will be dancing between the races.

DEROSIER AGAIN CRACKS RECORDS

Rides Twenty Miles in 17:01½ and Proves
Unbeatable at Los Angeles—Graves
Trims Huyck in Slashing Race.

Miles.	Derosier's Time.	Old Record.
1	0:48½	*
2	1:32½	1:40
3	2:28½	2:28½
4	3:17½	4:15
5	4:08½	4:09½
6	5:00	7:23
7	5:49	8:32
8	6:39	9:45
9	7:32	10:55½
10	8:24	11:59
15	12:55	*
20	17:01½	*

Los Angeles, Cal., April 5.—Before a small but enthusiastic crowd numbering about 2,000 spectators, Jacob Derosier, of Springfield, Mass., battered all previous professional performances into pulp in a 20 miles whirlwind flight at the second meet on the 3½ laps board track in this city yesterday afternoon. After breaking his own 10 miles record of 11:59 in competition from a flying start earlier in the afternoon, the flying Frenchman outclassed all the other competitors in the 20 miles open, breaking all world's records from 2 to 10 miles, inclusive, and establishing flying start competition records for 1 mile, 15 and 20 miles, there having been no previous professional records for these distances. The flying start record against time stands at 47½ seconds, made by Derosier at the initial meet March 14th. No records were established or broken in the amateur events and to the surprise of many who saw Fred Huyck perform at the first meet the little Chicagoan had his measure taken in three races by Knappe, Balke and Graves, all local cracks. Huyck had an "off" day generally, having taken a fall while practicing just before the meet began and being considerably "skinned up."

The combination of mismanagement at the initial meet and threatening weather yesterday morning, with one or two showers mixed in, kept the crowd down to 2,000 persons, but that number saw some exciting and spectacular racing. Fortunately for the future peace of the promoters the events were run off with little delay, and additional facilities for scoring, announcing and policing showed a marked improvement over the looseness that characterized the first meet.

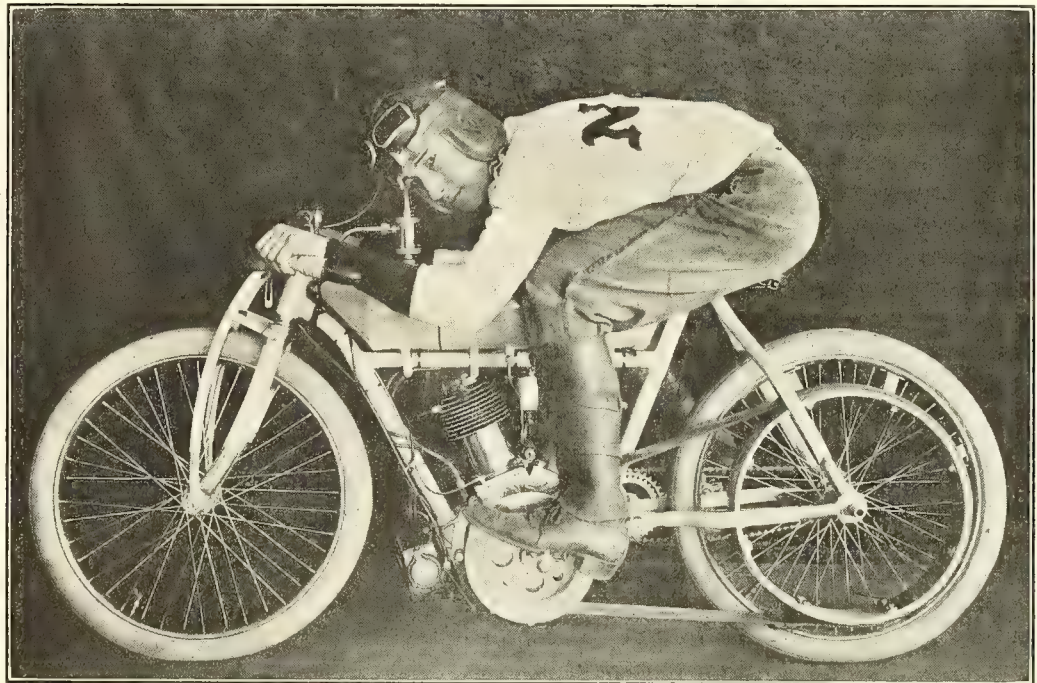
The ten miles flying start competition record of 11:59, made by Derosier at the Clifton Stadium, July 5th last, first received a solar plexus wallop and took the count in the 10 miles invitation event. Derosier, Mitchel, Derkum, Samuelson and Lingfelder got away to a flying start on the home stretch, but the last named, who was riding a single cylinder machine, was practically dropped at the post, and lapped three times before the finish. Derosier nosed out a

lead from the start, and although Derkum got all there was in his machine it easily was seen that it was not powerful enough to cope with Derosier's Indian. T. M. Samuelson appeared to foul Derkum and Derosier, but as he claimed it was unintentional, and as Derkum made no protest, Referee Gates allowed Samuelson to collect third money, Derkum finishing second to Derosier. The Frenchman made a truly marvellous flight in 8 minutes 34½ seconds, and although the Los Angelicans did not relish the idea of their Derkum being defeated they were forced to recognize Derosier's clean cut and daring riding and to cheer it accordingly. Mitchel finished fourth, just outside the money.

The same field got away in the 20 miles scratch and again did Derosier prove that

miles more and he settled down to serious business accomplishing 15 miles in 12:55. Derkum put up a good fight, but the lap Derosier gained just before the tenth mile was too great a handicap to be overcome in the time remaining before the finish and Derosier crossed the tape in 17:01½. Derkum finished second and Lingfelder stuck to his single cylinder and grabbed third money. Derosier's fastest mile, as stated, was made in 44½ seconds, an average of 81.3 miles per hour. His average time per mile was 51.07 seconds, or an average of approximately 70½ miles per hour.

Huyck's first defeat was accomplished in the curtain raising event, a three miles open for fully equipped stock machines of not greater than 30.32 cubic inches piston displacement. Huyck and Knappe on Indians,



M. J. GRAVES, WHO RODE 5 MILES IN 4:121-5

he is not to be denied. He took the lead at the start and covered the first mile in 48½ seconds; the second mile was ridden in 44½ seconds, which was the fastest mile ever made upon a track of any description. Being an intermediate mile, however, it does not count as a record, although the time for two miles—1:32½—is a mark that will withstand a lot of battering. This also cuts 7½ seconds from the world's record made by Derosier upon the same track March 14. At three miles he tied his previous record of 2:28½, but at five miles got under the record of 4:09½ by covering the distance in 4:08½.

Samuelson ran into Derkum's rear wheel at seven miles, and as the former's front wheel buckled he was tagged out. A mile later Mitchel gave up the ghost with a broken timer, leaving Derosier, Derkum and Lingfelder, in the order named, upon the track, Derosier having gained a lap on the local pride. Derosier covered 10 miles in 8:24, breaking his own world's record made only a few minutes before, but as his front wheel was wobbling badly he slowed for the 11th mile. His goggles also had become fogged and he threw them aside. Two

Graves on an N. S. U., and Seymour got away from a flying start on the back stretch. Huyck assumed the lead at the start and led the procession for a mile, when Knappe came up strong and succeeded in passing after a pretty running fight. The quartet kept fairly well bunched until the finish, Knappe winning from Huyck in 3:41, with Graves in third position.

Because Huyck could not carry sufficient oil the ten miles invitation for Huyck, Balke, Seymour and Graves was reduced to five miles. A flying start prevailed, and the riders were mounted on singles, though not fully equipped machines. Balke, on a Thor, who has been given the name of "Fearless" because of his careless riding on dirt tracks, has greatly improved and he clung to the pole line as closely as though he was running in a groove. The race was highly exciting as Balke defeated Huyck by only ten feet. Graves, on an N. S. U., was third, Seymour being numbered as an also ran. The time, while not a record, was fast, the 17½ laps being covered in 4:49.

For genuine old-fashioned excitement of the get-up-and-root-like-the-dickens variety, the five miles match between M. J. Graves,

N. S. U., and Fred Huyck, Indian, easily took the cake. Both were mounted on 7 horsepower twins, and made a perfect start and from that time to the finish it was either man's race. First Huyck would lead, while his supporters cheered, and then Graves's friends would take up the cry when he succeeded in passing the Chicagoan. It was pass and repass from the crack of the gun until the pair entered the last stretch, and Graves, lying close to his machine as though he was glued to it, slowly opened a gap and crossed the tape like a flying gatling gun, the victor by four lengths, while the crowd huzzahed itself hoarse. The time was 4:12½, but four-fifths of a second slower than Huyck's record, made here two weeks ago.

T. M. Samuelson had no serious opposition in the motor paced bicycle match between himself, Ray Duer, of Buffalo, and Frank Hoffman, of Los Angeles. The first heat was at five miles, but because of the eagerness of Mitchel to get Duer off in the lead three miles were covered before an even start could be made. Duer took the first heat in the slow time of 7:40, but Samuelson apparently did not exert himself. Hoffman, who had only one day's training, finished a bad third. He was paced by Derkum, T. M. Samuelson doing the steering for his brother. In the second heat Samuelson cut loose from the start, lapping Hoffman three times before the finish. The time was 6:33½. As Samuelson and Duer each had won a heat a third was necessary, but the distance was cut to two miles. Hoffman did not start, as he knew he could not figure. Samuelson again showed that he possessed the speed necessary to win as he won the heat and race without extending himself to the limit.

The only other event that furnished considerable amusement for the spectators was an exhibition unpaced mile by Russell Schoene, a six year old boy. Russell was resplendent in a bathing suit, and he rode a bicycle with 24-inch wheels and a gear of 40. Time, 5:58½. The summaries.

Three miles scratch, amateur, for fully equipped stock machines not greater than 30.32 cubic inches—Won by Irwin Knappe, Indian; second, Fred Huyck, Indian; third, M. J. Graves, N. S. U.; fourth R. Seymour, R-S. Time, 3:41.

Five miles invitation, scratch, amateur, machines not greater than 30.32 cubic inches—Won by Charles Balke, Thor; second, Fred Huyck, Indian; third, M. J. Graves, N. S. U. Time, 4:49.

Five miles match, amateur, machines not greater than 61 cubic inches—Won by M. J. Graves, N. S. U.; second, Fred Huyck, Indian. Time, 4:12½.

Ten miles invitation scratch, professional—Won by Jacob Derosier, Indian; second, Paul J. C. Derkum; third, T. M. Samuelson, Indian; fourth, Edward Lingfelder, Thor. Time, 8:34½.

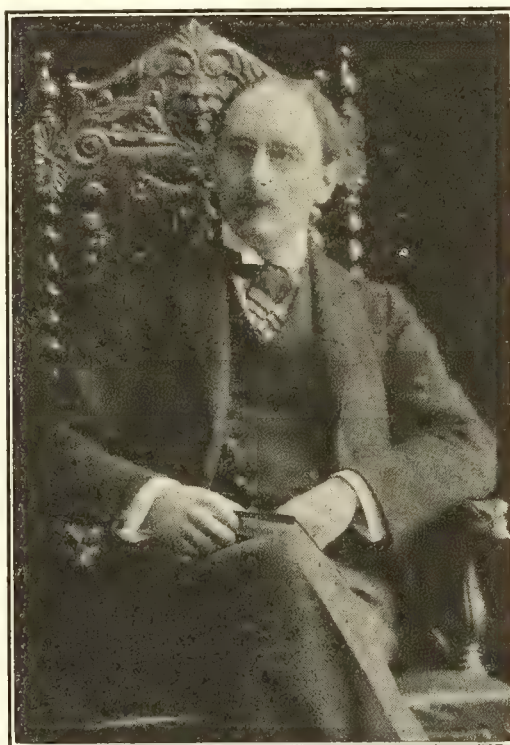
Twenty miles scratch open, professional—Won by Jacob Derosier, Indian; second, Paul J. C. Derkum; third, Edward Ling-

felder, Thor. Time, 17:01½ (world's record). Also ran: Mitchel (N. S. U.), and Samuelson (Indian).

Five miles bicycle, professional, motor paced—First heat won by Ray Duer, Buffalo; second, W. E. Samuelson, Salt Lake City; third, Frank Hoffman, Los Angeles. Time, 7:40. Second heat won by W. E. Samuelson; second, Duer; third, Hoffman. Time, 6:33½. Final heat (two miles) won by Samuelson; second, Duer. Time, 2:57.

New Head for Competition Committee.

R. S. Morton having formally resigned the office, Dr. J. P. Thornley, of New York, has been appointed chairman of the Federation of American motorcyclists' national com-



DR. J. P. THORNLEY

petition committee, as the Bicycling World two weeks since stated probably would be the case.

The new chairman has been performing the duties of the position for several weeks past, and while he had no previous experience of the sort, he quickly grasped the general run of things and developed a liking for the work. Dr. Thornley is a practicing physician who makes his home and office in the rather exclusive Ansonia at Broadway and Seventy-third street. He is in his forty-second year and "has grey eyes and no false teeth, but lacks hair on the top of his head," as he laughingly described himself. He is a member of the New York Motorcycle Club and has been a consistent road riding motorcyclist for about five years, and several times his blood was so fired that he started in the national endurance contest, but always he was the victim of the hardest kind of hard luck and never survived; once he was stretched stiff by an accident. He is one of the best groomed motorcyclists in the metropolis.

Mr. Morton was appointed chairman in July last, but early this year he entered the

employ of the Hendee Mfg. Co., and thereby was placed in a peculiar situation. His duties required so much traveling, however, that he this week tendered his resignation, which President Ovington states he accepted with regret.

Real Mountain Climb for Motorcycles.

What doubtless will prove the most strenuous climbing test ever held in America has been carded for Thursday, Friday and Saturday, April 22, 23 and 24, on the historic Lookout Mountain, overlooking the city of Chattanooga, Tenn., entry blanks for which were issued this week.

Eight events have been carded by the Lookout Mountain Automobile Club and these include two classes for motorcycles—for machines within the 30½ cubic inches piston displacement classification, and within the 61 cubic inches. The prize in the former event will be the Chattanooga Automobile Club Trophy and in the latter a trophy donated by the Lookout Mountain Automobile Club. Both events have been sanctioned by the Federation of American Motorcyclists.

That this "mountain (not hill) climb" will prove arduous going for both automobiles and motorcycles is evident by photographs of the course. The mountain is over 2,000 feet high, and the course is five miles in length, abounding in twists and turns, some of which have been designated by the suggestive appellations of "python twist," "old hunchback," "rattlesnake coil," the "bridge of fear," "moccasin bend," "serpentine signature," and "old nerve-test curve."

The road is a stone pike and is said to be in excellent condition. The promoters are planning to make the three days' carnival a notable affair and are being assisted in the negotiations by the chamber of commerce, the Manufacturers Association and other business and social organizations of Hamilton county.

Entries close with George E. Gill, chairman contest committee, Hotel Patten, Chattanooga, Tenn., midnight April 18, the fee for the motorcycle events being \$1 for each machine entered.

Rape of Racers Stirs Los Angeles.

Before the latest crop of world's records were harvested on Sunday last, Los Angeles had a small sensation that set all motorcycling agog. The barn of a private residence in which two of the N. S. U. racing machines were stored was broken into and the carburettors and oil pumps removed. As it was plain that the thief was acquainted with motorcycles, all sorts of whispers and suspicions were set afloat, and because a new red handkerchief was found in the barn a number of people were mean enough to couple with the burglary the name of one of the best known and best liked local racing men who affects bandana handkerchiefs. Detectives were put on the case and although a reward also has been offered no real clue to the miscreant had been found at last accounts.

ADJUSTING SALT LAKE TROUBLES**Gardner Reappointed to Represent the N.****C. A.—Improving Salt Palace Saucer—
Prospects of Year-Round Circuit.**

Frank L. Gardner, whose reappointment as representative of the National Cycling Association for the Rocky Mountain district, which embraces the trio of Utah tracks, was held up pending a settlement of differences in Salt Lake City, has been asked to serve again in the same capacity by Chairman Kelsey of the National Cycling Association's board of control. Whether Gardner will accept or not is not known at this time. Mr. Kelsey states that he at all times favored Gardner's retention, but deferred his reappointment in the hope that all friction would be removed. He also explains that the office of representative for the Rocky Mountain district is not an elective one, as was generally supposed, but is one of three districts which were excepted from elections, the representatives appointed being permitted to figure as board members as a matter of courtesy. Francis G. Heath, who claims an interest in the Salt Palace saucer, is believed to have been the man who objected to Gardner's reappointment for the reason that the latter insisted that the track be resurfaced for the safety of the riders. It was in the hope that the Salt Lake promoters would adjust their differences that Gardner was not reappointed at the time of the annual meeting of the National Cycling Association last February.

Salt Lake affairs apparently now are on the way to adjustment. The work of resurfacing the Salt Palace saucer track already has commenced. Manager Heagren has secured a carload of red cedar, which is a soft wood and does not run into splinters. The bumps upon the homestretch, which have caused many falls, will be removed and should add several seconds to the speed of the saucer.

E. L. Pickering, who holds the National Cycling Association franchise for Los Angeles, and who will open his new five laps saucer track on May 2, arrived in Salt Lake City last week and it is believed that he and Heagren will combine forces. Iver Redman has banished the idea of managing the Los Angeles track and it is reported that Pickering will make every effort to secure Heagren's services.

If Heagren is secured to manage the Los Angeles track it will mean the west will have a circuit that can operate all the year. The riders will go to Los Angeles and race until the opening of the Salt Lake tracks and return to California for the winter months.

Heagren has received a letter from Charles Stein, amateur champion last year, in which Stein states that he wants to go to Salt Lake City. Since being turned pro-

fessional Stein has not ridden with the professionals but states that he will ride in Salt Lake if transportation is sent to him.

Picturesque Route for 300 Miles Run.

The Los Angeles Motorcycle Club will hold its annual endurance run on May 30 and 31, the route of which will be from the club house to San Diego, 150 miles, and returning by the inland route, on the second day. This course affords all kinds of road and a wide sweep of scenery, one hundred miles of the return trip being through the mountains. Last year over the same route only four riders made perfect scores out of over 30 starters. There will be controls at the German settlement of Anaheim, at the old mission ruins of San Juan Capistrano and at Oceanside and Escondido.

C. R. C. A. Schedules Spring Century.

Entry blanks have been issued for the annual spring century run of the Eastern Division, Century Road Club Association, to take place on Sunday, April 25th. The regular division will leave Bedford Rest, Brooklyn, at 6.30 a. m., the fast men getting away two hours later. The route is from Brooklyn to Bath Beach, Coney Island, Valley Stream, Amityville, returning to Valley Stream for dinner. After dinner the route will lead the riders to Hempstead and Freeport, returning to Brooklyn via Valley Stream.

Easter Novelty on Newark Saucer.

An Easter novelty at the Newark Velodrome tomorrow (Sunday) will be an automobile exhibition upon the six lap board track by "Jimmy" Hunter. The stunt of driving an automobile upon a bicycle track had its origin in Paris and was first tried in America last week, when Louis Strang drove two exhibitions upon the 12 lap track in Atlanta. The foolish novelty will be repeated in other parts of the country until some one is killed.

Date for Internationals' Road Handicap.

Entry blanks for the second annual 10 miles handicap road race of the International Cycle Association of New York City, to be held over the Merrick road, Long Island, Sunday, May 2d, were issued this week. The start and finish of the race will be at West's hotel, the limit men getting away at 1 p. m. Twenty prizes, both time and place, are offered. Entries close with I. W. Lindsay, 305 West Forty-first street, New York City.

Riders to Compete on Ordinaries.

An announcement that has caused a great deal of interest in London is to the effect that M. S. Napier has presented the Anerley Bicycle Club with three prizes, to be competed for in a series of mile handicaps for riders of the old "ordinary" bicycle. One race will be included in the program of each of the three Bank Holiday meetings that the Anerley club hold annually.

ROOT WINS IN GEORGIA GRIND**Melrose Rider's Remarkable Performance
on Last Day at Atlanta—Lawson
Beats Turville on Motorcycle.**

	Miles.	Laps.
1 E. F. Root-Jos. Fogler	995	2
2 R. J. Walthour-E. L. Collins..	995	2
3 G. G. Cameron-W. L. Mitten..	995	2
4 S. Williams-D. Mackay	995	0
5 W. A. Bardgett-G. Wiley	994	10

Edward F. Root, of Melrose, Mass., and Joe Fogler, of Brooklyn, added one more six days race to their long string of victories in team races when the first named won the deciding sprint of the eight hours a day six days race that finished in Atlanta, Ga., Saturday night last, 3d inst. To win Root had to defeat Walthour and Cameron, an easy race for the light-haired sprinter from Massachusetts.

The final sprint was practically the most interesting feature of what was an uninteresting race. Three minutes before the finish Referee E. D. Clapp called all the riders from the track except Root, Walthour and Cameron, the men selected to do the sprinting for their teams. After three laps to get in position the mile began.

Walthour had the lead with Root second and Cameron trailing, and this was the position for the first lap, Cameron leading the next three. Root set the pace for two laps, after which Cameron went ahead again. At two laps to go Root uncorked a jump that carried him around Cameron. Walthour tried to go around but he was no match for Root and the best he could do was to lap his rear wheel at the finish. Cameron trailed across the tape for third money.

Root's riding in the last mile was remarkable, considering the fact that he had ridden practically the entire eight hours of the last day, according to a letter from Fogler. "I injured my knee at Daytona," writes Fogler, "and after riding a few days here it started to swell, besides paining considerable. Root rode the last mile after doing all the riding the last day."

After the six days race was over Gus Lawson and Charles Turville rode a two miles motorcycle match and if the reported time is correct it must have been a wonderful sight to see the men whirling around a 12 lap track at the rate of a mile a minute. The victory was in doubt until the last lap, when Lawson forged ahead and won by a scant yard. The time was announced as 2 minutes 1 second, a very fast performance, but considerably slower than the present world's record.

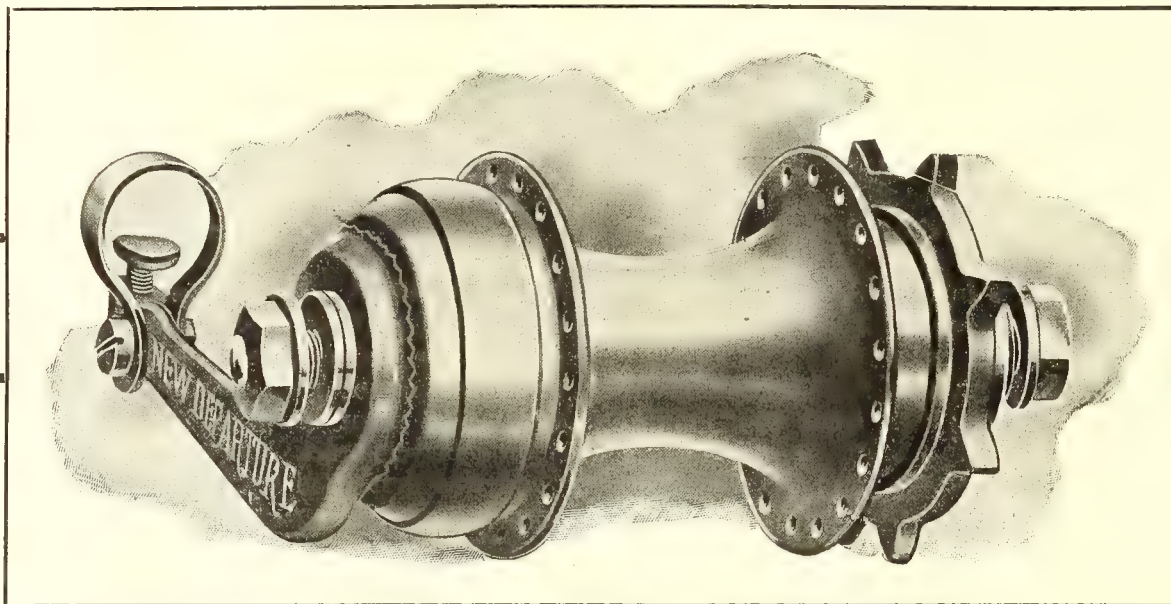
It is not likely that any of the riders who competed in the Atlanta six days race will purchase country residences with their winnings. A few of the riders had been guaranteed bonuses in addition to their percentage of the gate receipts. As the gate receipts for the week were very small those who rode for percentage alone scarcely paid expenses.

Bicycle Dealers Are Practically Unanimous

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COASTER BRAKE LICENSORS

MOMMER GETS A LOVING CUP

C. R. C. of A. Surprises Its Secretary at Annual Banquet—After-Dinner Orators Discuss Some Live Issues.

Usually, Fred E. Mommer, the hard-working secretary of the Century Road Club of America, is not at a loss to know what to say, but last Saturday night, 3d inst., at Terrace Garden, New York City, Mommer was completely flabbergasted; and not without reason.

While the speechmaking was in full swing Toastmaster Peter A. Dyer gave Mommer the surprise of his life by presenting him with a beautiful silver loving cup, which bore this inscription:

"F. E. Mommer, from the N. Y. State Division, C. R. C. of A., in appreciation of his indefatigable efforts in its behalf. April 3, 1909."

When the applause subsided Mommer attempted to reply to the testimony of his widespread popularity, but words failed him. After stammering his thanks Mommer sat down and the crowd gave three cheers and a tiger for "the best secretary the Americas ever had."

The occasion was the annual reunion dinner of the Century Road Club of America and it was due to Mommer's efforts that it proved to be the great success that it was. The gift was well deserved as Mommer is one of the hardest workers in the club laboring class.

Peter A. Dyer, generally known as the "best friend the Americas ever had," smiling as always, presided over the ceremonies. Dyer was flanked on either side by D. M. Adee, president of the National Cycling Association, as well as the Century Road Club Association, and R. F. Kelsey, chairman of the N. C. A. board of control.

President Adee was the first speaker of the evening and he touched upon an important issue when he spoke of users of the road and the need for motorcyclists and bicyclists to co-operate and determine if there is not some method whereby riders will not be in continual danger of accidents caused by automobiles. "Motorcyclists and bicyclists are in the same class," said Mr. Adee. "No motorcyclist has ever run me off the road—it has been the automobilists."

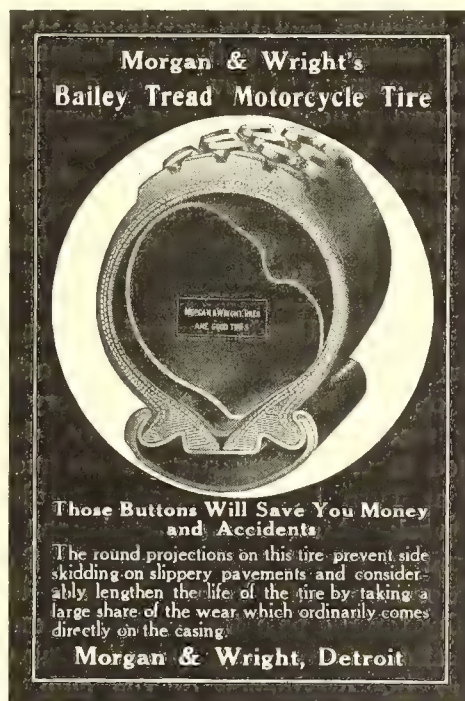
Chairman Kelsey spoke of the renewed popularity of bicycle racing and cited the Florida beach meet as an evidence of public opinion regarding bicycle racing in comparison with other sports.

The presentation of the loving cup to Secretary Mommer came next, and it was fully five minutes before Mommer could read letters of regret from President Harry Early and Treasurer Perreault, so great was the applause that greeted him.

Secretary Paul Thomas, of the Century Road Club Association, told a few jokes, and Alfred H. Seeley touched upon the im-

portance of club runs. Seeley waxed indignant at the thought of long-trousered bicycle riders and said that any rider who did not appear in a neat uniform should be shot full of holes, or words to that effect. He was followed by F. L. Valiant, president of the Roy Wheelmen, who spoke of publicity in sport and co-operation within clubs.

H. A. Gliesman, the ruling spirit in the Tiger Wheelmen, advocated inter-club races upon the tracks this season as the best means of stirring up interest within clubs. Gliesman is in favor of some newspaper donating a challenge trophy for competition among club teams, and is of the opinion that the track managers will be glad enough to include challenge team races in their programs.



J. W. Hedden, who has won the mileage competition for the past three years, said that the bicycle is the best doctor in the world. Hedden said he would not be at the reunion enjoying a good dinner were it not for the bicycle, and ventured an opinion that he might have been dead long ago but for the beneficial effects of bicycle riding. He also stated that he is not afraid of automobiles, but just lets them knock him off into the ditch, then gets up and resumes his ride.

Crossing the Continent Just for Fun.

C. J. Poirier, Frank L. Stevens and Roy Tomlinson, of Boston, Mass., have started across the continent, and unlike many trans-continentalists these young Boston wanderers have no goods to sell and are not out after records. They are simply touring from New York to Seattle for the "fun of the thing," and time is no object. Poirier, Stevens and Tomlinson arrived in New York City last week and bought bicycles from H. A. Gliesman. They left the city Friday morning and expect to reach Seattle before October 1st.

HONOR MARKERS IN HOT SPRINT

Mercer Defeats Scheider in Fast Heat in Buffalo—But Loses to Schudt in Two Miles Lap Race.

Fred Schudt and A. W. Mercer shared honors at the 65th Regiment armory, Buffalo, N. Y., on Friday night last, 2d inst. Schudt defeated Mercer in the final heat of the two miles lap race while Mercer, from 30 yards, won the two miles handicap. A large and demonstrative crowd attested the popularity of the exciting bicycle events.

Three trial heats, with two to qualify in each for the final, were necessary to decide the two miles lap race and in the first heat J. M. Tanner scored four points more than Mercer, Newland being shut out. Arenz won the second heat from Krushel, while Schudt captured the third heat easily. In the final heat Schudt scored 54 points while Mercer was second with 46 digits. Tanner and Scheider tied for third place with 30 points. The final heat was the fastest, the time being 4:36½.

Arenz and Schudt were the only scratch riders to qualify for the final heat of the two miles handicap. Mercer, who had 30 yards, won his heat and in the final rode a great race. He and Scheider, from the same mark, overhauled all the long markers and then battled in a fast sprint for honors, Mercer winning by a narrow margin. R. J. Hoover, with 120 yards handicap, finished third. Time, 4:41½. The summaries:

Two miles lap race—First heat won by J. M. Tanner, 67 points; second, A. W. Mercer, 63 points; third, John Newland, 33 points. Time, 4:52¾. Second heat won by Edward Arenz, 65 points; second, Al. Krushel, 57 points; third, Mart Hctor, 44 points. Time, 4:48. Third heat won by Fred Schudt, 64 points; second, Joseph Scheider, 47 points; third, R. J. Hoover, 42 points. Time, 4:59¾. Final heat won by Fred Schudt, 54 points; second, A. W. Mercer, 46 points; third, J. M. Tanner and Joseph Scheider, tied with 30 points. Time, 4:36¾.

Two miles handicap—First heat won by A. W. Mercer (30); second, Edward Arenz (scratch); third, John Stauber (120). Time, 5:06. Second heat won by Albert Krushel (120); second, Fred Schudt (scratch); third, J. M. Tanner (30). Time, 5:08. Third heat won by R. J. Hoover (120); second, Joseph Scheider (30); third, Adam Fisher (60). Time, 4:50¾. Final heat won by Mercer; second, Scheider; third, Hoover. Time, 4:41¾.

Promoting a Racemeet at Belleville.

Carl Bahnsen is promoting a bicycle and motorcycle race meet to be held at Priester's Park, near Belleville, Ill., Sunday, April 18th. N. C. A. and F. A. M. rules will, of course, prevail.

GLOBE GIRDLER TO TRAVEL EAST

Spokane Motorcyclist Selects Unusual Route for Circummundane Journey—Time Limit, One Year.

The circummundane motorcyclist had to come sooner or later, and T. E. Linden, a member of the Spokane (Wash.) Motorcycle Club has announced that he is to be the pioneer. Linden will leave Spokane on May 1st, and expects to belt the globe within twelve months.

Unlike the majority 'round the world trips, Linden will travel from west to east. He will leave Spokane on May 1, and travel as far north as Dickenson, Mont., from there going to Pierre, S. D. He then will go to Chicago and east to New York City, skirting the Great Lakes. As much as possible the mountainous country will be avoided. From New York he will embark for Europe.

Linden will drop his name after leaving Spokane and will thereafter be known simply as "Riley." This was a nickname given him while fighting in the Boer war and he thinks it will be an easier way to keep track of him after leaving civilization.

Linden will travel as lightly as possible and until he reaches New York, at least, will carry nothing but a change of underclothing and a kodak. He expects to occupy the lecture platform in towns where any "easy money" is in sight.

According to advices from Spokane the club is planning to give Linden a great sendoff on May 1st and the members will accompany him a part of the way out of the city. The chamber of commerce, it is stated, probably will put the city seal on Linden's machine, so that it may be carried around the world for the first time.

Motorcycles Again Excel as Climbers.

Six motorcycles figuratively "put it all over" a string of fleet automobiles in the strenuous hill climbing contest held at Redlands, California, on Saturday last, 3d inst. The course was an unusually long one for hill climbing, the distance being 15 miles, with a rise of one mile in that distance. The motorcycle event was the first on the program and the remarkable times made by the two-wheeled machines took the edge off the automobile events. Charles Gordon, riding an Excelsior, made the fastest flight, covering the up-hill distance in 18 minutes 5 seconds, a remarkable performance when it is considered that this time is 6 minutes 7 seconds faster than was made by the winner of the free-for-all automobiles, in which the fastest time for this type vehicle was scored. All the motorcyclists made better time than the free-for-all automobile winner. H. W. Gowland, also mounted upon an Excelsior, made the next best time, his performance being 20 minutes 10 seconds.

Honors for third place were unusually closely contested, only a few minutes separating the contenders. A Gonzales (Excelsior) finished in 21:12, G. Danielson (Excelsior) in 21:14, and C. H. Clem (Harley-Davidson), in 21:44. Severn West (Harley-Davidson) was sixth in 23:23.

Bad Smashup Sequel to a Road Race.

As the result of a loosely organized motorcycle road race of 40 miles, which occurred at Logansport, Ind., on Friday of last week, George Geiger, an 18-year-old spectator, was knocked unconscious and grievously injured by Walter Lewis, one of the contestants; several other on-lookers and Lewis himself, also were hurt, but less seriously. The unfortunate occurrence was due to a previous accident. J. Palumbo, who won the race, crashed into a wagon after finishing and the spectators crowded on the course to view the wreck, unmindful of the oncoming of Lewis, who dashed into the crowd at nearly full speed. Several persons were knocked down, but only Geiger was seriously injured. Before crashing into the wagon Palumbo was able to throw himself from his machine and thus escaped practically unscathed.

Morrison Heads Revived Tigers.

The Tiger Wheelmen, of New York, are now on the high road of recovery from their recent illness of inactivity, demonstrated at an enthusiastic reunion meeting held at Turn Hall Wednesday evening of this week. After being waited upon by a committee armed with a petition Samuel L. Morrison, well known because of his activity for the past five years in metropolitan club affairs, was prevailed upon to accept the presidency of the club, while Max Schirmer was elected vice-president, and Louis Karsch corresponding secretary. That indefatigable worker, H. A. Glieman, will again play his stellar role in the capacity of secretary and treasurer. The Tigers plan to make a big splash in the racing pool this season and are particularly anxious to take the measure of their friendly "enemies," the Roy Wheelmen.

More Officers for St. Louis Club.

After making several changes in the by-laws in order to provide for more officers, the following additional officers were elected at a meeting of the St. Louis Cycling Club held on Friday evening, April 2. O. H. Hassemmer, secretary; C. L. Barr, treasurer, and H. W. Lang, captain. At the annual meeting last month, R. M. B. Tidd was elected president, and Gus Loeffel vice-president. There was a long discussion relative to changing the title of captain to chairman of the touring committee. The objection to the name captain was because it created a rather false impression with the non-cycling public. St. Louis wheelmen have long ago ceased to ride in the parade-like fashion that is the custom in other cities. The new title, however, sounded too big and was voted down.

JUST ONE GIRL IN GIRL'S RACE

It Was at San Jose, and of Course She Won It—Many Spills Mar Ten Miles Handicap Event.

With the band playing the time-honored classic, "Just One Girl," Tessie Wall enjoyed the notoriety of winning a mile bicycle race at the Auditorium ring, San Jose, Cal., on Friday night of last week, 3d inst.

The race was billed as an "open for girls," but Tessie represented the only portion of the feminine population of the prune district that possessed the requisite nerve to get up before a lot of gutta percha-necked callow youths and make a show of herself. But Tessie, like Eva Tanguay, "didn't care." Attired in a new spring effect in yellow with bright red trimmings, Miss Tessie lined up with two newspaper carriers that had been impressed into service, and followed by her elaborate coiffure she started. Tessie was the girlie with the sturdy legs and the race looked hers when one of the messengers slipped and fell. He brought the other down, and the red-bedecked yellow dress and puffs and curls finished alone.

Fortunately there were other events on the program, and the most exciting was the mile handicap, which was won by little Hambly, of the Garden City Wheelmen. Hambly's closest competitor was Frank Escobar, on scratch, but the latter had a hard time hanging on, much less trying to go around. The time was 2:42. The 10 miles handicap was robbed of interest by the large number of spills. Only three riders remained in the race at the bell, Schuman leading. Hambly tried his best but could not go around and had to content himself with trailing. Victor Nadeau was third. A very close finish took place in the novice, Monette coming from the rear in the last stretch and winning by the width of a tire.

Transcontinentalist Nears the East.

Herbert F. Meriweather, the San Francisco motorcyclist, who is riding to New York via the Southern tier of States, has reached Memphis, having covered approximately 4,500 miles. From Memphis, Meriweather will travel to New York by way of Nashville, Louisville, Indianapolis, Toledo, Cleveland and Buffalo. Meriweather left San Francisco in November and thus far has used only one pair of Morgan & Wright tires. He received a new set at Memphis, but expects to get as far as Cleveland before changing. He traveled about 900 miles over railroad ties.

Milwaukee Club Becomes a Corporation.

The Milwaukee Motorcycle Club, of the city of that name, has decided to incorporate under Wisconsin laws and issue stock to members only. The committee to arrange the details consists of J. J. Langtry, chairman; Lacy Crolus and Dr. S. F. Lewis.

Elections Spare the Road Houses.

The country is saved! That is to say, rather, that Long Island is saved to bicycle and motorcycle riders, and the glad-eyed cyclists will be seen pedaling their dusty way over the famous level Merrick road as of yore. West's Greater New York Hotel at Valley Stream will still be the favorite starting point for races and the century and mileage "fiends" will be the same as formerly be able to stop off at Hempstead, Freeport, and Amityville and wash the dust down parched throats with glasses of sparkling ginger ale or other form of the amber brew.

Tuesday was the greatest day for excitement in Long Island since the time Si Hawkins found a lump of ambergris floating in the Great South Bay or the time when it became noised around that Parson Wasson, of Riverhead, when quizzed by a local reporter, as to whether he preferred Welsh rarebit made with milk or beer, replied:

"Well, if you ever had a Welsh rarebit you yourself know how it ought to be made."

To reiterate, Tuesday last, April 7, 1909, A. D., was a momentous occasion on Long Island. Then did the villagers gather together and pray and exhort and sing and do divers other things in an effort to drive the Demon Rum from their midst.

But sad to relate, the young men cast ballots in favor of Unrestricted License and

That Awful Demon Rum, for not only did the towns which have been wet for two years go the same way again, but many of the voters in the dry towns decided they were too thirsty to endure another period of drought.

Had the result been otherwise it would have made a difference in bicycle circles for nearly every town on the Merrick road has a road house that is used as headquarters for several bicycle clubs, and had licenses been taken away from the proprietors of these road houses they would have shut up and moved away.

West's Valley Stream hotel has been the starting point of practically every road race held on Long Island during the past decade and West previously had stated that if the township went "dry" he would sell out and move away. The hotel was crowded with riders on Tuesday night waiting for the results of the elections and when the issue was decided there was quite a demonstration.

Geneva's Motorcycle Fire Brigade.

The city of Geneva, Switzerland, has purchased five light twin cylinder motor bicycles for the use of its fire department. Each is equipped with a small hand extinguisher, a small reel of hose and some other apparatus, and of course is designed for hurry calls and "first aid" purposes.

New Litigation Over Salt Palace.

That Frederick Heath, the aged proprietor of the Salt Palace property in Salt Lake City, which has been the cause of considerable legal entanglement of late, is mentally incapacitated is set out in a communication by two of his sons—Francis G. and Henry A. Heath—to the city council, objecting to the granting of their father's application for a blanket license for the Salt Palace this summer.

Through his alleged incompetence mentally undue influence has been brought to bear upon him, it is claimed, to secure concessions at the Salt Palace for which he will not receive adequate or reasonable compensation. Proceedings to have him declared incompetent and to have a guardian appointed for him are set for a final hearing in the district court, at Salt Lake City, Wednesday next, 7th inst. As the Salt Palace saucer is the bone of contention the findings will be awaited with interest by lovers of bicycle racing.

Motorcycles to Assist in Map Making.

Frank M. Shanklin, the head of a large map-making concern in Kansas, is trying out motorcycles as a means of furthering a minute survey and census of the State. He already has two of them in use and if they perform the work expected of them, ten more may be ordered.

IVER JOHNSON

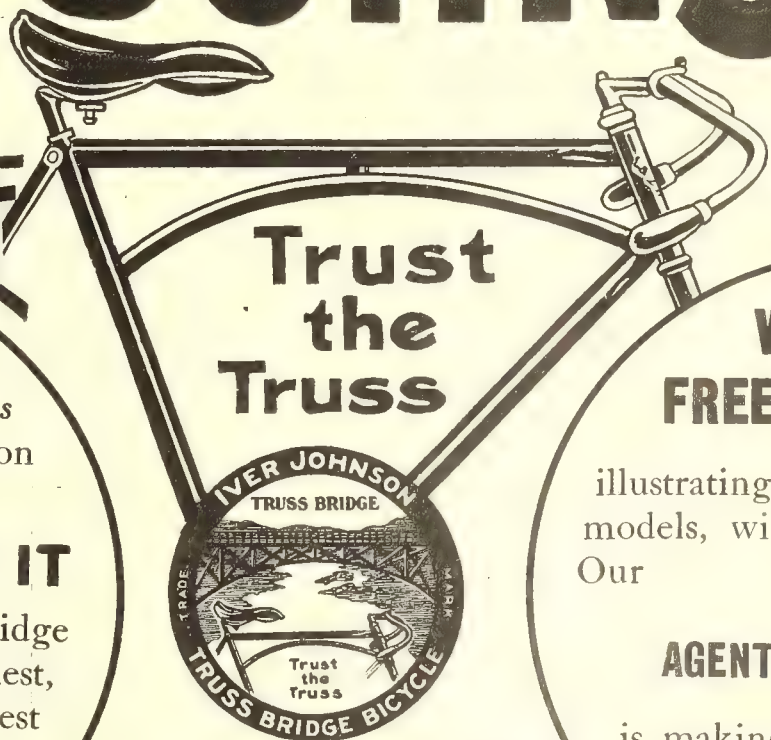
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RECENT PATENTS.

906,182. Bicycle Tire and Rim. Salathiel S. Adams, Monroe county, Ky. Filed Oct. 16, 1907. Serial No. 397,656.

A tire having inwardly extending radially disposed studs, in combination with a rim having a seat in its outer side for the reception of the inner side of the tire and further provided with radially disposed recesses which open outwardly into such seat, terminate short of the inner side of the rim and serve for the reception of the tire studs, nuts employed for a portion of the studs, and each comprising a tubular portion embedded in and extended through one of the studs and a curved and broadened head embedded in the fabric of the tire, and screws extending through the inner side of the rim engaging the tubular portions of the nuts and having bearing against the inner side of the rim, said screws serving in coaction with said tubular nuts to draw said studs into said recesses.

907,002. Spark Plug. Henry L. Brownback, Norristown, Pa. Filed Jan. 15, 1908. Serial No. 411,006.

A spark plug comprising a shell formed with a fixed arm projecting within the shell, a plurality of sparking points projecting in opposite directions from the terminus of said arm, a non-conducting plug arranged within the shell and formed with a longitudinally disposed bore, an electrode extending through the bore and formed with a circumferentially reduced end, the terminal of said reduced end being bent into crank form with the end portion thereof depending within the shell approximately in horizontal alignment with the fixed arm, and a plurality of sparking points projecting in opposite directions from the free end of the crank portion, the fixed arm preventing complete rotation of the electrode within the plug, whereby the relative positions of the respective fixed and movable sparking points may be determined.

907,718. Autogenous Method of Welding Cast Iron. Andre Beltzer and Cyrille Delcampe, Bridgeport, Conn. Filed Oct. 24, 1907. Serial No. 398,872.

1. The autogenous method of welding cast iron which consists in applying to the junctional portions of the pieces to be welded and alkali earth metal fluorochlorid flux, and heating such junctional portions to substantially the melting point of cast iron, substantially as described.

907,953. Carburetter for Explosion Motors. Francois Baverey, Oullins, France. Filed March 26, 1907. Serial No. 364,702.

1. In a carburetter the combination of a suction controlled fuel feed jet with an additional fuel feed regulated to give a constant supply per unit of time.



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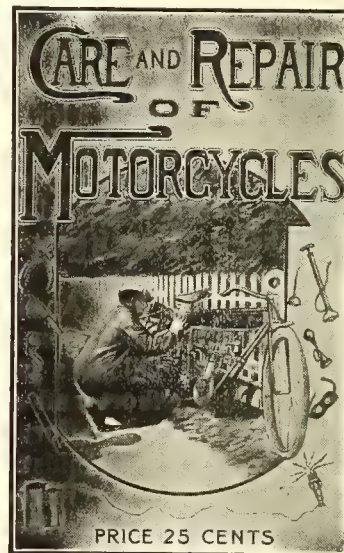
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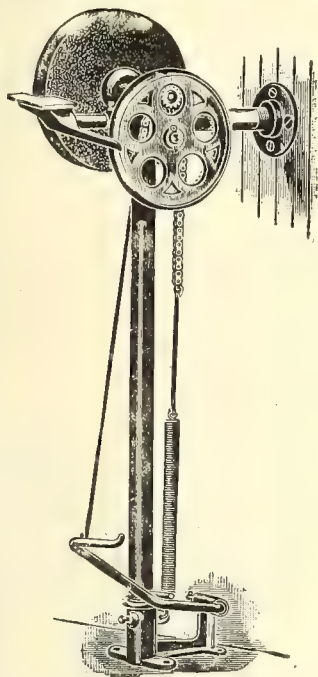
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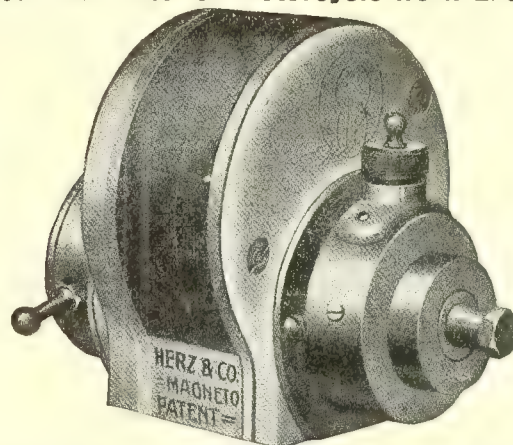
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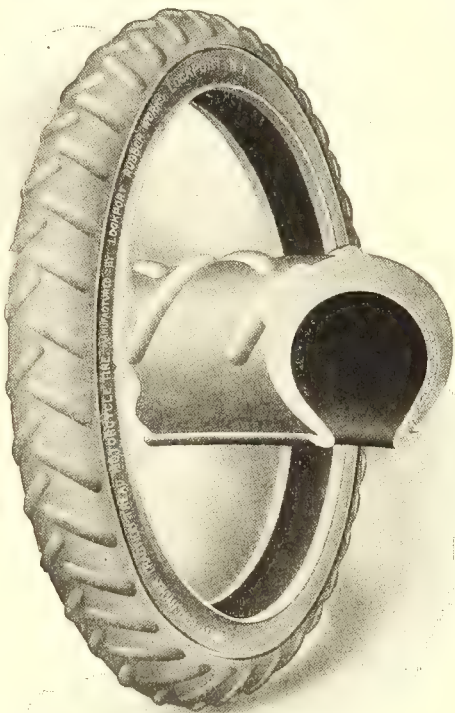
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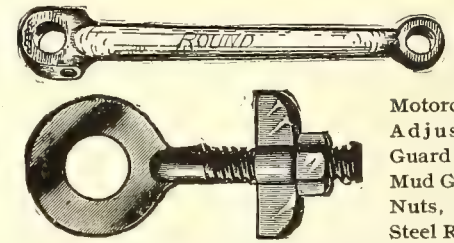
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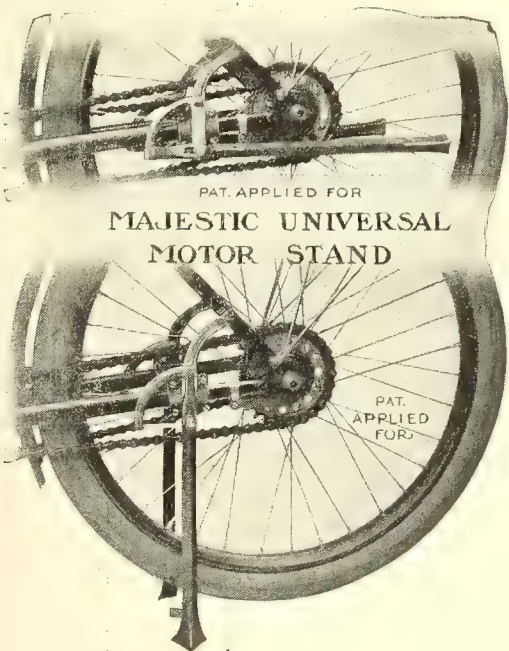
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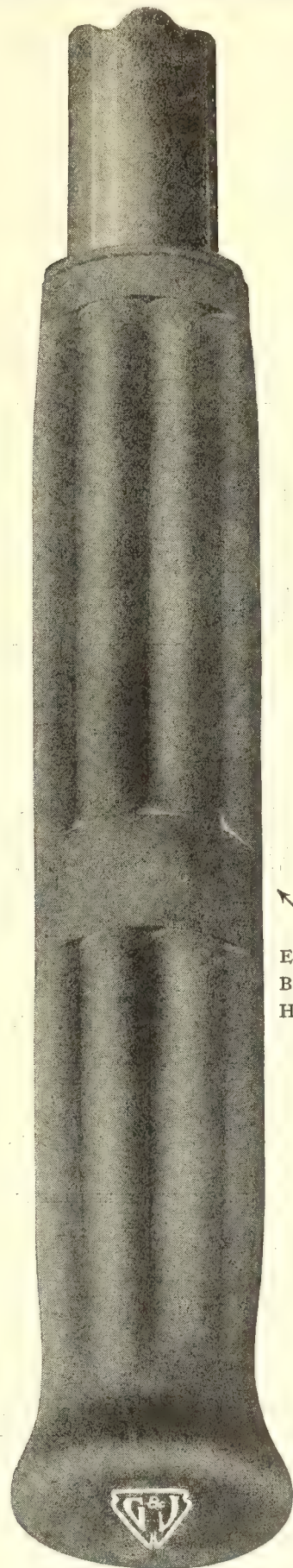
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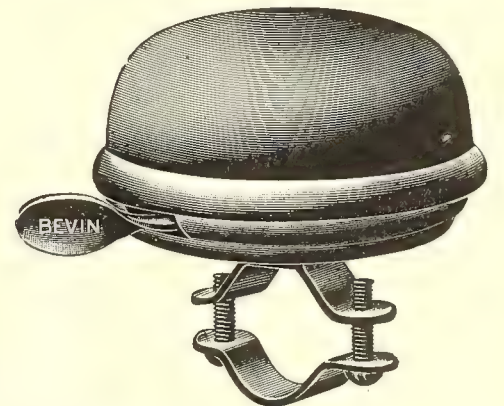
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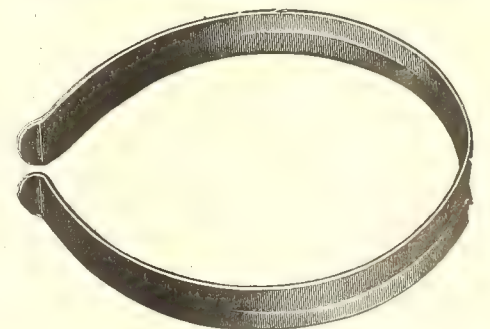
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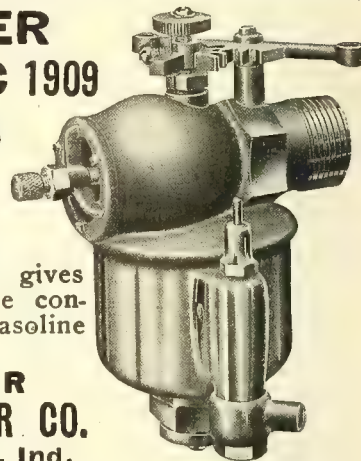
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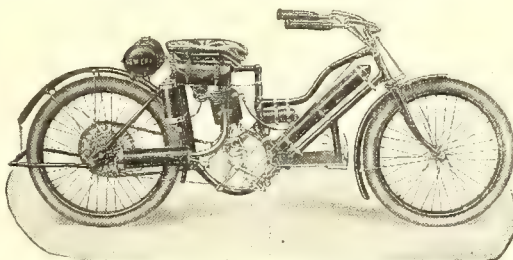
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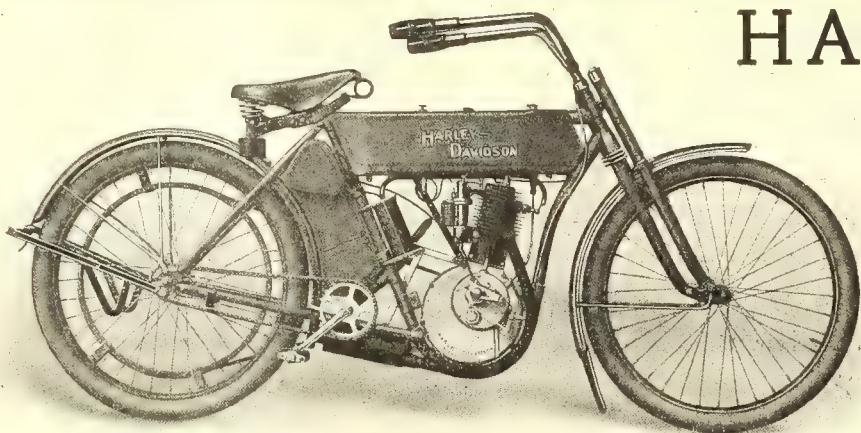
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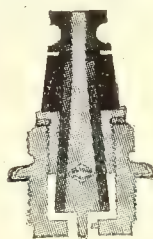
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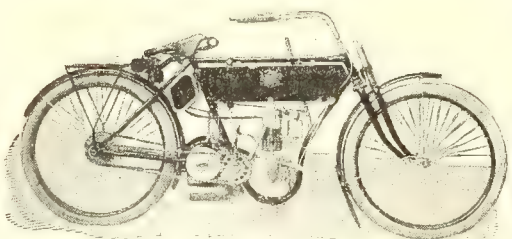
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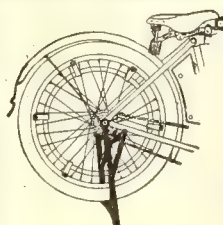
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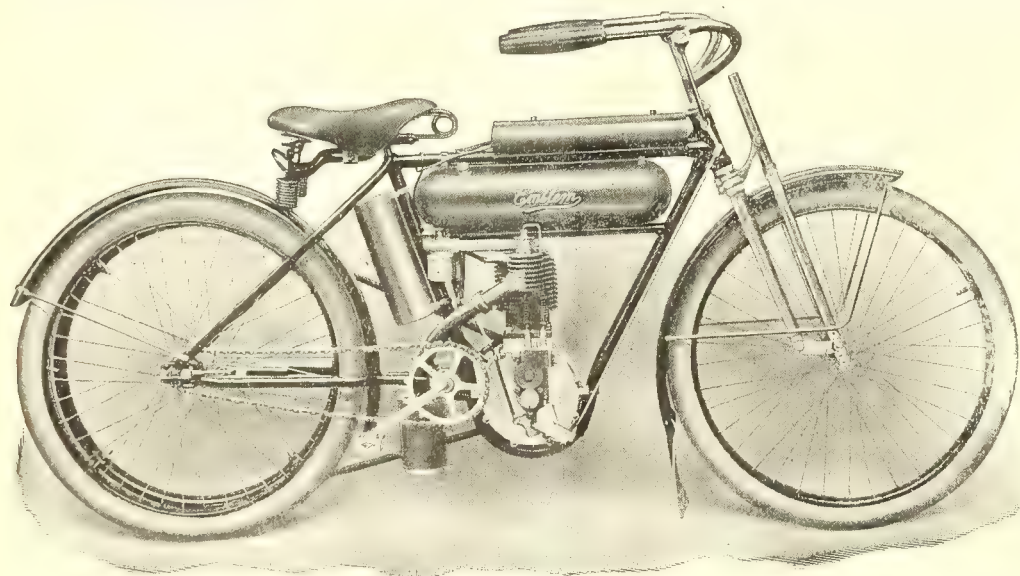
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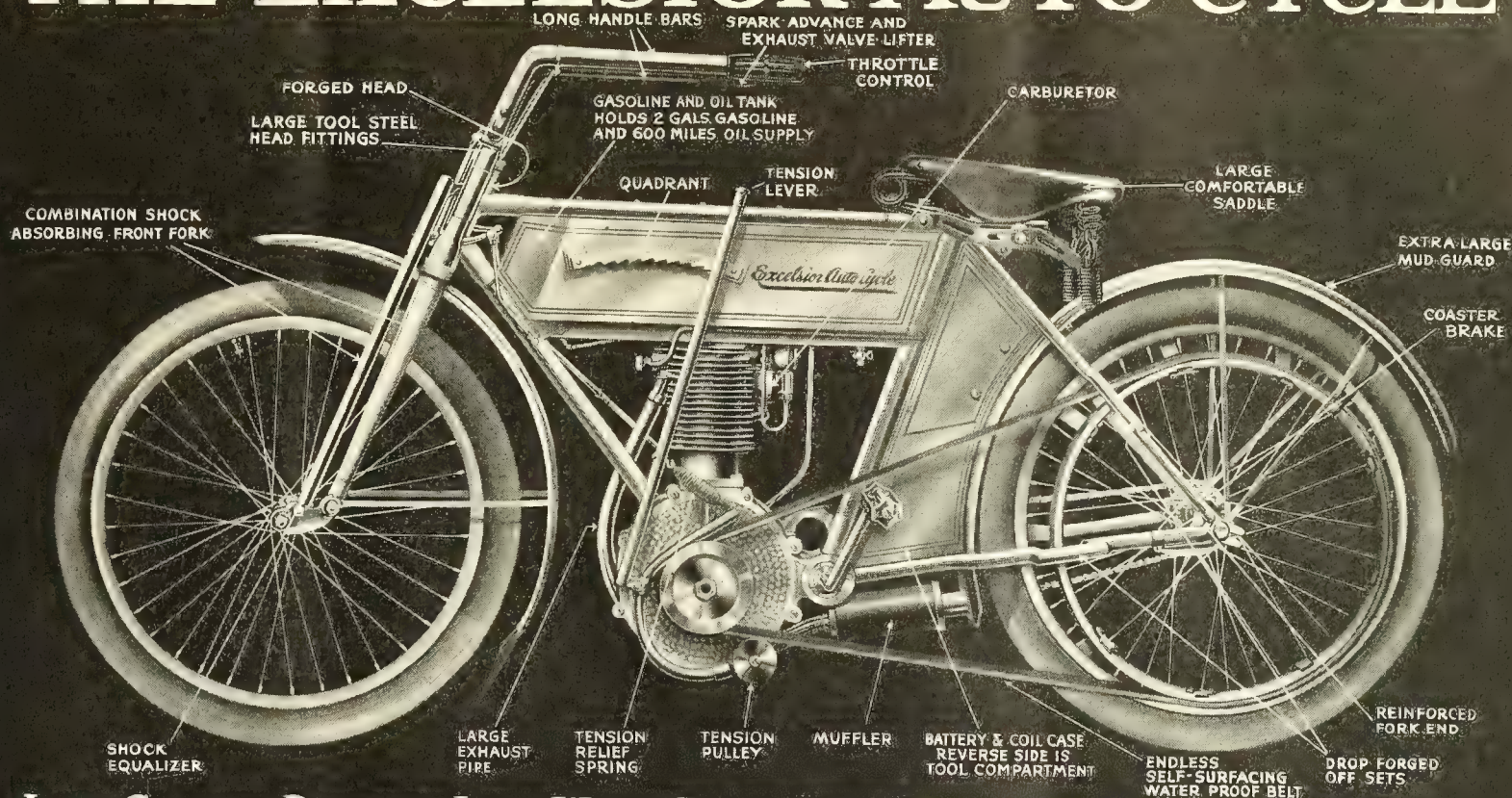
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EMBLEM MFG. COMPANY, Angola, N.Y., U.S.A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

THE EXCELSIOR AUTO-CYCLE



LOW SADDLE POSITION-LONG WHEEL BASE-LOW DISPOSITION OF WEIGHT

A Few of the Many Points Wherein THE EXCELSIOR EXCELS

A POWERFUL, SILENT, VIBRATIONLESS MOTOR that is big enough for the job and does not wear itself out by excessive speed to meet the overload.

A STRAIGHT LINE FRAME that is built on scientific lines, with every point of stress properly reinforced, not merely a collection of tubing bent to dodge the motor and accessories and heavy enough to hold up by main strength and awkwardness.

A LOW, COMFORTABLE SADDLE POSITION that lowers the center of gravity, eliminates skidding and makes the Excelsior Auto-Cycle the touring car of motorcycles.

A SHOCK-ABSORBING FRONT FORK that acts along the line of impact, that overcomes all road irregularities without jolt or jar.

A LUBRICATING SYSTEM that places an abundant quantity of oil where it is needed and keeps it there and not on the outside of the machine or the rider.

AN ACCESSIBLE MACHINE, in which all parts may be reached with the least possible interference with any other part, and the wheels removed without interference with mud guards or other accessories.

INDEPENDENT BELT AND CHAIN ADJUSTMENT, whereby both belt and chain may be kept at proper tension.

LOW SADDLE POSITION AND FREE MOTOR, enabling the rider to stop at will without stopping the motor, rest comfortably in the saddle with both feet on the ground, and proceed by merely advancing the tension lever and replacing the feet upon the pedals.

A MACHINE THAT IS SOLD AT A FIXED AND INVARIABLE PRICE by established dealers only, thereby protecting the buyer from depreciation in value through price-cutting by overstocked dealers or curbstone brokers.

A machine that is backed by the financial strength, factory facilities and sterling reputation of a company that has been in business since 1876.

Our new catalog, MC 29, gives full details. Write for it today.

EXCELSIOR SUPPLY COMPANY, (Established 1876) 233-237 Randolph Street, Chicago, Ill.

SOME GOOD EXCELSIOR EASTERN TERRITORY

is still open for allotment. If you desire a slice of it, apply to

STANLEY T. KELLOGG, Eastern Distributor, 2234 Broadway, New York City



POPE MANUFACTURING
COMPANY
HARTFORD, CONN.

FAY JUVENILE
BICYCLES

A Fertile Field for the Dealer

BUILD up your present business by the sale of FAY bicycles to boys and girls. It also means an increased business in the future when as young men and women they come back for adults' machines.

There is nothing so essential to the physical development of children as an abundance of exercise in the open air and sunshine; and of all the varied forms of exercise or recreation for children none appeals more strongly to the average boy or girl than the many delights of cycling.

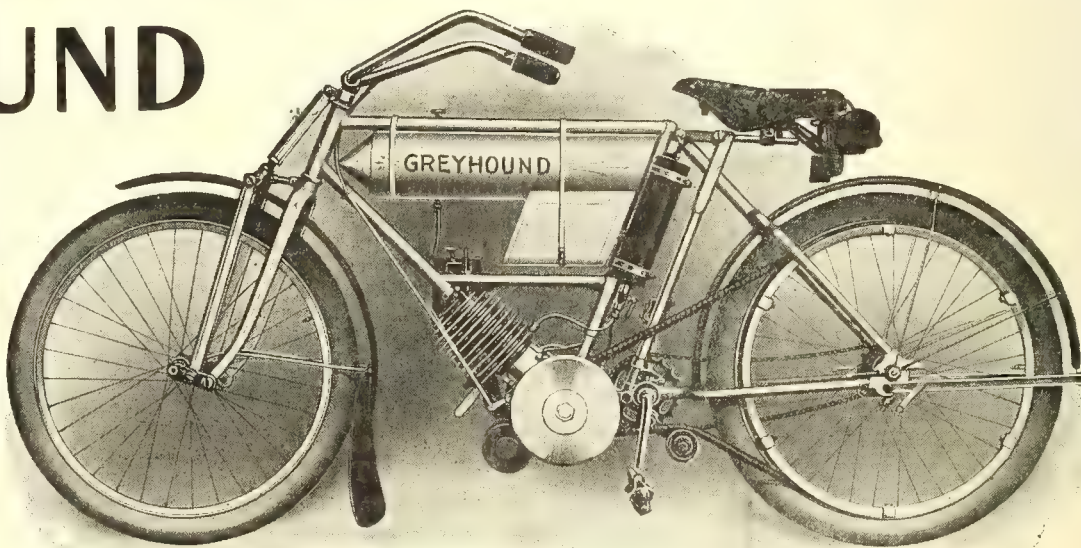
There is the spin in the park or into the country, to the baseball field and to the tennis court, and the endless variety of vacation trips. Then there is the practical side of wheeling, such as the trip to and from school, the errand for the parent and the scores of occasions where it saves time and carfare.

Fay Juveniles are without question the Standard boys' and girls' bicycles of this country. They annually outsell by many thousands all other juveniles, just as they are superior in design and construction. Write us for catalogue and dealers' prices.

MADE WITH 20, 24 AND 26 INCH WHEELS

GREYHOUND

**The Best Motorcycle
FOR ALL AROUND USE
ON THE FACE OF THE EARTH**



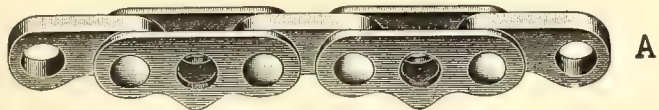
So simple that the new rider has no trouble in operating it. So comfortable that the old rider says, "That's ALL RIGHT!"

THE GREYHOUND SHOCK ABSORBER

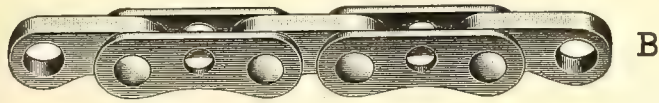
is the most radical and important advance in motorcycle comfort that has ever been made.

We invite correspondence with both riders and dealers. We make good terms to agents.

The Auto-Bi-Company, 1443 Niagara St., Buffalo, N. Y.



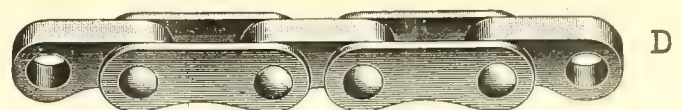
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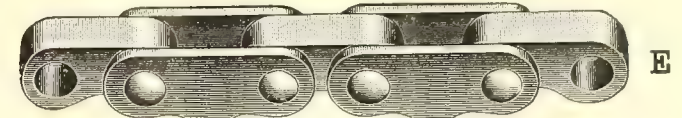
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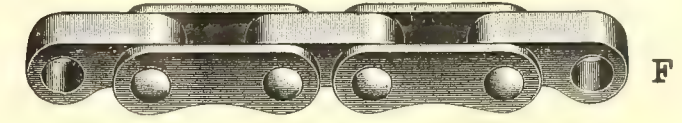
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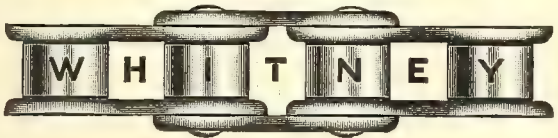


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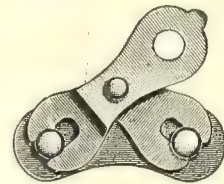
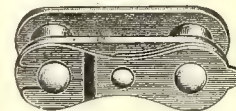
With a new equipment of special machinery and tools we are again making a great specialty of Block Chains for Bicycles and Machine Drives.



INVESTIGATE

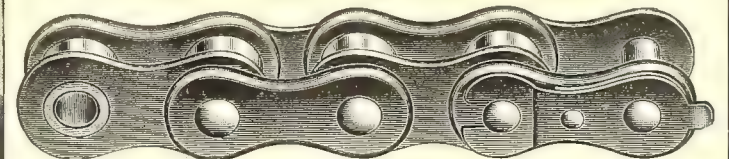
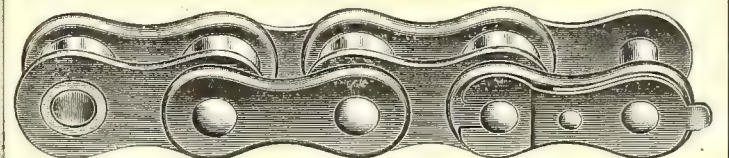
Our New Roller Chains $\frac{5}{8}$ " Pitch

For Motorcycles, Etc.



New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains



"Whitney" Chains

ARE MADE IN ONE OF THE MOST MODERN OF AMERICAN FIRE-PROOF FACTORIES

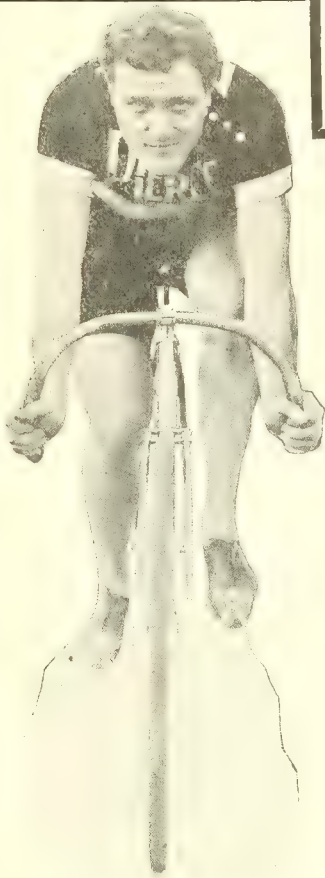
The Whitney Mfg. Co.

HARTFORD, CONN.



VIEW IN CHAIN DEPARTMENT

PIERCE



FRANK L. KRAMER.

S P E E D

eight championships on the Pierce Racer.

There are more Pierce bicycles used by racing men than all other makes combined. Kramer has won his

ENDURANCE

will last 15 years. Will any other make do that?

While speed is an attribute of the Pierce, we brag more of the endurance of our bicycles. A Pierce

Discriminating riders use the Pierce and up-to-date dealers have the agency. We also make the PIERCE VIBRATIONLESS MOTORCYCLE. Ask for catalog.

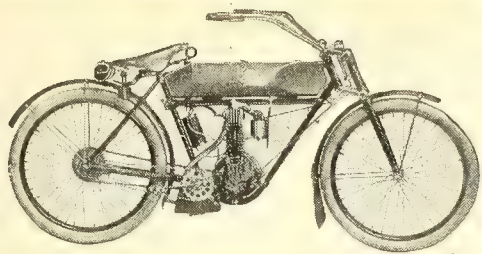
THE PIERCE CYCLE CO. 5 Hanover St. Buffalo, N. Y.
DENVER AND OAKLAND

Look for the Diamond E Trade Mark Stamped on Every Spoke

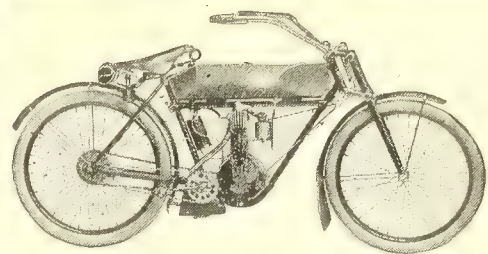


**The Standard
Company**
TORRINGTON, CONN.

Manufacturers of
**SPOKES, NIPPLES, PEDALS
TOE CLIPS and SPARK PLUGS**



At Los Angeles,
April 11th, 1909



A New World's Record

Thor

SINGLE CYLINDER MOTORCYCLE

Wins 5 Mile Race in 4 Min. 37 Sec.

IT also takes second place in two events
pitted against high powered twins.

OH, YOU DOUBTERS! KEEP YOUR EYE ON THAT *Thor*

Don't Be a Trailer!

**GET BUSY, BOYS. WE CAN PASS THE
MACHINE OUT TO YOU TO FILL ORDERS.**

AURORA AUTOMATIC MACHINERY CO.,

Aurora, Illinois

DISTRIBUTORS

BOSTON:
MOTORCYCLE SPECIALTY CO.,
258 Columbus Ave.

NEW YORK:
JOHN S. LENG & SON CO.,
33 Murray St.

PACIFIC COAST:
A. FREED,
San Francisco, Los Angeles

The Musselman Automatic Coaster and Brake



"A child can put it together."

The brake without the Side-arm

STRONG
SMALL
SIMPLE
LIGHT
POSITIVE
SENSITIVE



"Weighs only 25 ounces."

The brake without the Lock-washer

MADE ONLY BY

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

LICENSED COASTER BRAKE MANUFACTURERS.

Hudson

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THE HUDSON Advertising Campaign Has Started

WE ARE CREATING THE DEMAND for our agents, and they receive all the benefit, for we advertise for them and to help them. You can have your full share by taking an agency. Write for particulars and we will also send you copies of the Hudson Magazine "ads" showing what we do to help our agents.

The Miami Cycle & Mfg. Co. MIDDLETOWN OHIO

DISTRIBUTORS:

BAKER & HAMILTON San Francisco, Cal.
J. W. GRADY & CO., Worcester, Mass.
ELYEA-AUSTELL CO., Atlanta, Ga.
HAVERFORD CYCLE CO., Philadelphia, Washington, D. C., and Buffalo.
NEW YORK SPORTING GOODS CO., New York, N. Y.

Hudson

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
· 1877 ·

Volume LIX.

New York, U. S. A., Saturday, April 17, 1909.

No. 4

ARNSTEIN OFFERS FORTY PER CENT

Creditors' Committee Favors Settlement on that Basis—Liabilities \$300,000 and Assets Only \$112,000.

As the result of pressure brought to bear on members of the Arnstein family, it is probable that the merchandize creditors of Eugene Arnstein, the Chicago jobber, whose failure was attended by some picturesque trimmings, probably will receive 40 per cent. of the amounts of their claims.

The creditors' committee, of which W. E. Diehl, of the Corbin Screw Corporation, is chairman, had numerous conferences and discussions with the Arnsteins before the latter were able to see that a quick cash settlement would be to their advantage and the 40 per cent. offer is the outcome. The committee has recommended its acceptance as liquidation through the bankruptcy courts would entail long delay and uncertain results, which probably would be less than the amount of settlement tendered by the Arnsteins.

The final estimate of the assets placed their value at \$112,000, while the liabilities, unproved, aggregate about \$300,000.

Hurley Brings Optimistic Report.

J. D. Hurley, vice-president of the Aurora Automatic Machinery Co., was in New York on Monday last and overflowing with good nature and optimism. The manner in which orders for Thor motorcycles are not only coming in, but are being filled, is, he remarked, enough to make anyone feel good. The Aurora factory is one of those that was prepared for the rush and in consequence it has been able to fill orders with despatch. Confirming what nearly every one else in the trade reports, Mr. Hurley stated that the call for magnetos had proven so unexpectedly large as to be almost embarrassing and his chief concern

is whether or not he will be able to obtain them fast enough, as like the Thor people, other manufacturers are hot after the magneto makers and crying for larger deliveries.

Meteors to be Made in Chicago.

Charles Blankenheim, who for several years was identified with the Hornecker Motor Mfg. Co., has, with L. J. Leonard, organized the Chicago Motorcycle Works and "opened up" at 2436 Southport avenue, Chicago. The store is large, well appointed and well located and has room enough for a repair shop and 200 motorcycles. Blankenheim and Leonard will manufacture the Meteor motorcycle, employing a Peugeot motor, and in addition will carry a full line of Thor motorcycles; bicycles and accessories also will be handled.

Philadelphia Dealers May Organize.

It is possible that the motorcycle dealers of Philadelphia, Pa., shortly will form an association of their own for mutual protection and assistance. About twelve of them met in the rooms of the Philadelphia Motorcycle Club on Monday evening last, 12th inst., and discussed the subject and while a number of suggestions were made and other ideas were exploited, definite action was deferred until Monday next when another meeting will be held.

Radical Guarantee on Spark Plugs.

The R. E. Hardy Co., of New York, who manufacture the Sta-rite spark plugs, have taken a radical step by announcing that hereafter their plugs will be sold with a perpetual guarantee. This is to say, that whenever a Sta-rite is returned to the factory it will be made as good as new, no matter how long it may have been in use.

Frankfort Cycle Exchange Opens up.

W. T. Geberin, formerly of Peru, Ind., has opened a store and repair shop at 205 West Clinton street, in Frankfort, in the same state. It is being operated as the Frankfort Cycle Exchange.

TIRES MAY PAY HIGHER DUTIES

Tariff Tinkering Places Them Among Manufactures of Metal—Senate Bill Omits Patent Retaliation.

Because interests identified with the automobile trade have arranged that the duty on automobile tires shall be raised from 30 to 45 per cent., the rate on tires for bicycles and motorcycles will be advanced in sympathy with the other movement, automobiles, bicycles and motorcycles, and parts thereof being included in the same paragraph of the revised tariff bill which now is before the United States Senate.

As adopted by the House, the duty on automobiles and cycles and parts thereof was 45 per cent ad valorem, which is the same as the prevailing rate. It was after the bill left the House that the automobile interests performed their fine work, and although the Senate committee did not alter the amount of the duty, it was induced to amplify the definition of "parts thereof," by specifically including tires, axles and ball bearings, the schedule now reading as follows:

140. Automobiles, bicycles and motorcycles, and parts of any of the foregoing, including tires, axles and ball bearings, forty-five per centum ad valorem.

So far as ball bearings are concerned, the Senate amendment is of no effect as they heretofore have paid at the rate of 45 per cent., but the specific definition of tires as a "part" of a bicycle or motorcycle adds 15 per cent. to the duty. At present they are classified as manufactures of india rubber and bear a duty of 30 per cent. The House retained this rate, but the Senate committee has advanced it to 35 per cent., which rate if enacted apparently will apply only to carriage tires since automobile and cycle tires will have become under the new tariff, a "part" of those vehicles even when

imported separately. As automobiles and cycles are listed under the schedule "Metals and Manufactures of," the appearance of fires in that category is rather startling, to say the least.

The manner in which the increased rate was attained is of more interest than the effects of the higher duty, for as a matter of fact, no bicycle tires are imported and the number of separate motorcycle tires brought into the country is inconsiderable, most of them being consigned to the N. S. U. Motor Co. When attached to the machines themselves they always have paid at the rate of 45 per cent.

In making its revision, the Senate committee also struck from the House bill the specification "electrical machinery" which it was believed would permit the entry of magnetos, for instance, at 30 per cent.; as a result those wares will continue to pay 45 per cent. as manufactures of metal not otherwise provided for. Chains, likewise, remain dutiable at 45 per cent., but steel tubing is reduced from 35 to 30 per cent.

Among other things, the Senate committee has eliminated from the House bill the retaliatory clause affecting patents and which in effect applied to foreign holders of American patents the same regulations that their respective governments applied to American inventions. This would have struck hard at Great Britain, which only recently rendered worthless all patents held by foreigners which are not adequately worked in that country.

Fighting the Epidemic of Cycle Auctions.

Because of an epidemic of cycle auctions the English trade has been stirred as it apparently has not been stirred for years, and is combatting the evil somewhat on the plan pursued by the militant suffragettes in their efforts to influence parliament. The cycles being auctioned are of the cheap and nasty variety and the auctioneers are the same men who go from town to town and hold "sales," usually advertising their goods as containing some well known fittings or accessories.

The Cycle and Allied Trades Association actively has interested itself in the matter and as a result nearly every auction has been attended by two or three well posted men who ply the auctioneers with embarrassing questions and requests that he prove his assertions. This heckling or badgering process has proved so effective that many of the sales have proven dismal failures. In one instance, a manufacturer of parts whose name was used, had the auctioneer arrested, and as he proved that the bicycles offered for sale were not built of his fittings, as alleged, the auctioneer was found guilty and was given the option of paying a fine of \$100 or of spending three months in jail.

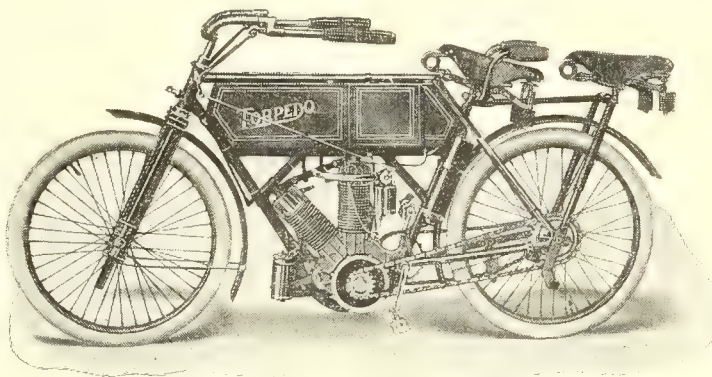
To Make Treads in Niagara Falls.

After May 1st the address of the Leather Tire Goods Co., now of Newton Upper Falls, Mass., will be Niagara Falls, N. Y., where the manufacture of the Woodworth

non-skid treads for motorcycle and automobile tires will be continued on a larger scale. The company has built a two story brick factory on Whirlpool avenue, Niagara Falls, which now is being equipped with the necessary machinery.

Tandem Attachment that Offers Comfort.

Having first applied direct plunger springs to the front forks of their Torpedo motorcycles and having more recently evolved a spring frame of the same type, the Hornecker Motor Mfg. Co., Geneseo, Ill., have carried their patented principle a step further by applying it to a tandem attachment. The latter is shown by the accompanying illustration attached to a Torpedo, but it may be as readily employed on any other motor bicycle. A tandem attachment at



best affords a not too comfortable seat except on smooth roads, but suspended on springs as with the Hornecker device, the pleasure of the passenger should be greatly increased whatever may be the state of the highway.

How to Remove Dents in Tanks.

To remove a dent in a tank a loop should be made in a piece of stout brass or bright steel wire; bent at right angles and soldered to the lowest part of the dent. A larger loop should then be made in the lower end of the wire and with the aid of a lever and a block of wood resting on the frame or other convenient support to form a fulcrum so as to dispose the force of the pull on the lever over a fairly wide area, the dented surface easily can be pulled flush with the rest of the tank surface, says the man responsible for this advice. Dents in lamps and other small articles can be taken out in a similar manner, though in place of a lever a strong cord should be attached to the wire loop and its free end fastened to a vise or any convenient anchorage.

Substitute for a Lost Nut.

There are various roadside expedients possible when a nut has been lost and no duplicate is at hand. Usually as good a plan as any is to wind the threads of the bolt tightly with soft iron wire, such as stovepipe wire, of which a coil should always be carried in the tool bag. The wind should start at the end of the bolt, and follow the threads up to the part it is desired to retain. The wire is then wound back in a second layer over the first, and the ends

twisted together. If there is a hole in the bolt for a cotter pin, one should be inserted, and the ends of the wire twisted around it, so that the improvised "nut" cannot screw itself off from the bolt.

About the Inflation of Tires.

There are few parts of a motorcycle that give less trouble than the tires if they receive intelligent care, but intelligent care is necessary to secure the best results, and here, as elsewhere, it is the "little things" that count. For instance, proper inflation is very important, and it is surprising how few riders give this subject the attention it deserves. Proper inflation does not mean simply to keep the tires "pumped up hard," for too much inflation is about as bad as not enough. Over-inflation stretches the tire fabric unnecessarily, kills the resiliency of the tires and eventually ruins them, besides subjecting both the mechanism and the machine to constant shocks and jars, which are the very evils the pneumatic tire is designed to prevent. Of the two errors underinflation is the worst, however. Deterioration is from three to five times more rapid in the latter case than in the former. Beginners are nearly always the worst offenders, and being afraid of inflating their tires too much, rarely inflate them enough.

Reducing the Heating of Tires.

Although in a long run the tires become considerably heated, the cause for this is not well known, says a Goodyear expert tire maker. The heating is the direct result of the frictional action between the outer shoe and the inner tube. It can be in a large degree avoided by rubbing French chalk over the inner tube before it is inserted into the shoe. This reduces the friction between the shoe and the tube to a minimum, and consequently, diminishes the amount of heat generated and the amount of wear experienced.

Unusual Cause of Magneto Trouble.

It is not often that a ball in a ball bearing magneto is fractured, but that one occasionally will break a motorcyclist and an expert repairman recently discovered. The instrument "struck work" and it required long and painstaking labor, which included complete dismantling of the magneto, to discover that a ball had broken and that one of its pieces had fallen in such a place as to cause a short circuit.

To Find the Flash Point of Oil.

To ascertain the flash point of lubricating oil heat a sample over a gas stove, inserting a thermometer so that it does not touch the bottom of the vessel containing the oil. When the oil vaporizes pass a lighted taper over it. When short blue flashes appear note the thermometer, the reading of which will of course denote the flash point.

MEETING THE MAIL ORDER MENACE

Nebraska Merchant Tells How to Combat Its Unfair Competition—Some of Its Own Weapons Most Available.

Mail order trusts, as they might well be called, sell their goods from vivid pictures and glowing descriptions. They pay, and well can they afford to pay, more to those who make their catalogs, their pictures and descriptions, than to the workingmen and laborers who manufacture the goods they sell. There is no doubt in my mind but what the cardinal principle of their business is to determine the price and description which will be most attractive to the purchaser. They figure to produce an article which barely fits within the letter of their circular, and at as low cost as possible, so as to bring themselves the greatest margin of profit, says L. W. Mittendorff, of York, Neb., in a paper read to the hardwaremen's association of that state.

These great trusts not only seek to control the selling business of this country, but the manufacturers as well. Today they claim to make in their own factories practically all they sell. Is this the truth? What do they really manufacture? I doubt whether there is really a single reputable manufacturer that is proof of seeing his goods advertised in catalog house catalogs. Not many manufacturers sell them openly—why?

They do not go to the factory and ask what this or that line of goods will cost them, but they dictate to that factory how the goods are to be made, and the price they will pay for same. Not only that, but they buy goods of standard make, unquestionably in many cases at much less than the jobber is paying for them. Why do they want standard goods? They want these goods to make comparisons in price, to make the purchaser believe that all goods they sell are equally low in price, when the facts are quite the opposite.

You look upon this unjust and unfair competition with fear and trembling. I have yet to see the first man or set of men who comprise these mail order houses, no matter how large, that I am afraid of. If you would all cast aside this feeling of fear—put your shoulders to the wheel, and push hard and steady, it would only be a short time until these matters would practically adjust themselves.

Why stand back with the thought that some one else is more capable than you to eliminate this unjust competition? My friends, the time has come when we must protect our interests—not by fraud, but by honest means.

Some of the larger and more important factories are now coming out openly, saying—we do not sell catalog houses. Why? Just think, and you will have the answer.

Going through the mail order house cat-

alog, why are some of the leading brands of goods discontinued and in their place unknown brands being sold? Why?

Why do the mail order trusts say, we ship in plain packages, we do not even print our name on the envelopes that carry our correspondence—why? Because we are after them—after them hard and they know it.

It is the duty of every manufacturer to protect the jobber, and in turn the jobber or wholesaler should consider it his duty to protect the retail dealer. If the manufacturer sells direct to the retail trade, it is his duty then to protect the retail dealer at all hazards.

If the dealers in every line would absolutely refuse to handle standard goods that are being sold by mail order houses, jobbers would soon refuse to handle goods of manufacturers who sell to mail order houses. The manufacturer, finding that wholesale trade practically gone, would have only one way out of it: Seek a market with catalog houses for all their product, only to find the market done, because the retail trade refusing to handle the goods, would reduce publicity and demand, and the manufacturer would soon be compelled to make proper terms or retire from business. Take away a considerable share of the source of disposal, and see how eager the manufacturer will be to get your business.

There is no question in my mind but what the jobber and wholesaler can help the retail dealer materially if they but will.

Do you want more business—more of the city and farmers' business? If you do, there is no reason under the heavens why you should not have it.

The wise dealer that is really after the farmers' trade must do more advertising—more personal letter writing, enclosing pictures and descriptions of the brands of goods you handle.

It is a fact that the trouble with the average retailer is not too much "mail order house," but too little self regulation. What you want and what you need and what you must have to make your business successful is system. Do these trusts overlook a single prospective buyer? No. Do you keep tab on every prospective buyer?

The facts are that the average customer does not want to send for goods. Well, you say, why are they sending for them? My friends, it is because you have neglected your duty towards them in not educating them to come to your place of business to get whatever they need in your line.

Did the catalog houses send their representative to every home almost in this land, and show samples? No. They sent their catalogs with descriptions and cuts of the article. The farmers read them, and from the description given, thought it was cheap for the money. Why? Because they had nothing to compare with it. Had all merchants sent out circulars, describing the different articles, with price, as the mail order houses have, I don't doubt but that the mail order trade would have been cut off fully

one-half of what it is today. Some may think it too late now to regain what has been lost. But it is never too late.

The merchants themselves are largely responsible for the condition of things as they are to-day. Only about two weeks ago a salesman of one of the largest houses in the United States said to me that of the thousands of circulars distributed among his customers in Nebraska, only two merchants had apparently shown enough interest to mail them out or distribute them among customers and others. Is it any wonder that farmers are not better posted on the prices and quality of goods? Whose fault is it?

Appeal to the farmer, the mechanic, the wage earner. Above all, be honest; sell honest goods at honest prices. I have never yet heard of a dishonest man or dishonest set of men succeeding in the long run. They bloom like a rose for a while, then gradually they begin to fade away. Why? Because they are doing business contrary to God's law—honesty.

Now, just a word about advertising:

To no other branch of his business does the country merchant give less attention than to his advertising, while, as a matter of truth and fact, no other part of his business requires more attention.

Too many merchants look upon their local newspaper as a sort of a tribute they are obliged to give the country editor, and not as an investment made for profit, and the copy they furnish for such advertisement generally bears out this proposition.

No greater error was ever made by them. Properly written, with force, spirit and interest in every line of his advertisement, the country merchant will find his business can be largely increased, and the mail order monopoly most woefully affected.

Nothing, in fact, will conduce so effectively toward putting an end to the mail order evil as the publication of good, attractive advertisements in the local or home papers. In order to make them attractive, every advertisement should contain a cut or picture of some particular thing which the dealer carries, and prices should be given.

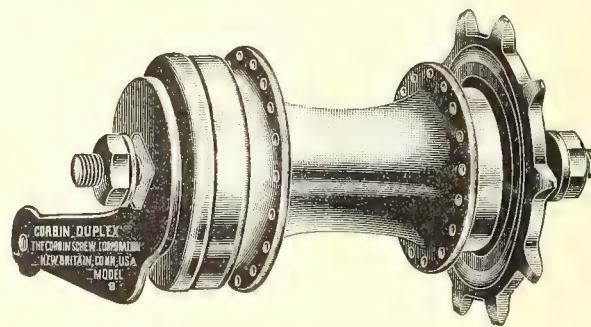
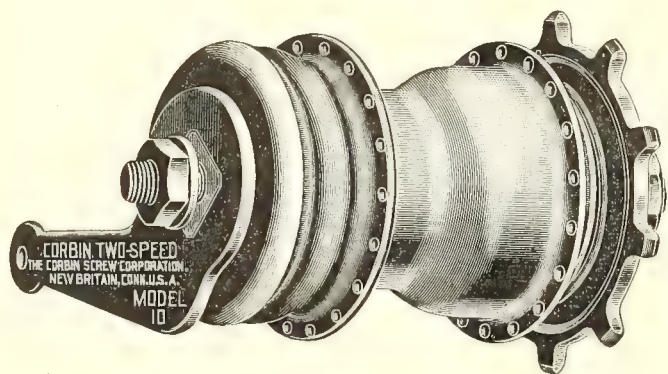
Have you a mailing list? Surely you know the mail order houses have them. What do they have them for? My friends, it will pay every one of us to leave our places of business once in a while, and get away from business. Keep your eyes and ears open to see and learn what the successful merchants of to-day are doing. Mailing list? Well, I should say so—some so long it would make you dizzy to read all the names on the lists. Are they really a good thing to have? Ask your greatest enemy, the mail order houses. Yes, it pays and pays big.

Have Metal Battery Box Insulated.

A metal battery box should be insulated with rubber or heavy canvas to prevent the metal from coming in contact with the connections on the battery. This will avoid short circuit.

ANY COASTER BRAKE Is Better Than None at All

but



THE CORBIN Is the Best of All

Why should anyone be content with other than the best when he can obtain it merely by specifying it? All manufacturers and jobbers will supply it. They know that anything bearing the name Corbin is all right.

CORBIN SCREW CORPORATION

New Britain, Conn., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, APRIL 17, 1909.

The annual Spring Number of the Bicycling World and Motorcycle Review will be issued May 1st. It will be as comprehensive and attractive as any of its predecessors.

Amateurs as Animated Billboards.

It is about time that both the N. C. A. and the F. A. M. put a stop to the increasing practice of amateurs, or professed amateurs, at any rate, appearing in competition with the signs and trademarks of manufacturers emblazoned on their shirt fronts and frequently on their backs as well.

It is a practice that is contrary to the spirit and letter of amateurism and one which a few years ago was considered sufficient to place the status of the offender under suspicion, if it did not lead to his suspension pending investigation, which indeed is the rightful procedure. In those days the display of a club emblem was, as it still is, the only proper caper.

No one blames a manufacturer or anyone else for obtaining all the advertising possible, whether on dead walls or human billboards, but the fact does not alter the proprieties of the case. Although there is good reason to suspect that more than a few of the so-called sportsmen seek something

more material, the amateur is supposed to compete for glory and pure love of sport and not for the purpose of advertising anyone's wares, and they should be made to realize the truth and not be permitted, however thoughtlessly, to make game of an ennobling instinct and spirit.

There should be no room for the cycling sandwichman in any amateur sport. If any man desires to rent his shirtfront or his back for advertising purposes, even for the price of a sweater, he should be made to understand that he cannot carry out his part of the implied contract or parade his lack of understanding in the amateur ranks.

The amateur sportsman with a sign on his person suggests the dropping of a sausage on a page of poems.

Cheap "Records" that May Cost Dear.

If anyone desires to "bring down the law" on motorcyclists sooner than it otherwise will be brought down on them, he should go out and make a few fast flights between two cities and have reports of the performances printed in the newspapers.

These city-to-city "records" are as cheap as dirt, and as they have had not a little to do with the inflamed state of public feeling which now affects automobilists in many places, it were well that motorcyclists profit by the example. Two recent instances of such "fast flights" by motorcyclists suggest that the lesson cannot be learned too soon.

In one case the time as published proves that the law was laughed to scorn, and as the scorching occurred in a state in which one of the penalties for that sort of thing is revocation of the offender's "right" to use the public roads, he evidently does not yet realize that by thus cheaply getting his name in print he has placed evidence against himself in the hands of the authorities.

It will be well also, if the officers of more than one organization understood that club runs which become mad, if impromptu road races, with the officers themselves leading the way, are not calculated to increase interest in or attendance on the club's runs nor to earn the respect and good will of the public or the law makers.

The remark made last week by a Chicago court in fining a 30 miles an hour tradesman of some prominence: "Motorcycles are becoming a greater menace than automobiles," is one of the straws which indicates the direction to which the wind is veering.

In theory, at least, more respect for the law and for the eternal fitness of things gen-

erally is expected of men in the trade and men holding office in motorcycle organizations than is expected of other persons and not without reason. Those concerned should realize their responsibility and take the truth each to his individual self and deport himself accordingly.

Can These be Amateurs?

Mr. Percy Lawrence, of San Francisco, is to be felicitated on his auspicious eastern debut. He did himself proud at the opening of the Newark track. It was plain enough how he did it, and if now he will make equally plain how he is able to travel across the continent and settle down for a season of amateur racing so far from even Salt Lake City, where he made his mark, and where amateurs "got theirs" with regularity, Mr. Lawrence will remove some doubts as to his right to ornament amateurism.

Is it possible that he has found an "angel" or that like one of the "amateurs" from the Coast who preceded him, he made so much money in his previous occupation that he now has no reason to worry about his daily bread? Or can it be that like Fred Huyck, the Chicago amateur motorcyclist now sojourning in Los Angeles, he "goes where duty calls," and has obtained from benevolent racing authorities a generous dispensation to shuttle across the continent whenever a big event impends and have his expenses—and salary—paid for weeks or months at a time?

This Huyck situation is such that unless the new chairman of the F. A. M. competition committee quickly takes some decisive action in the matter and either recalls Mr. Huyck or requires that he compete as a professional, the muttering which already is being heard may attain unpleasant volume.

The generous rule permitting the payment of an amateur's expenses was designed to assist a deserving rider to compete in the national championships or the national endurance contest, or other occasional important function; it was never intended to be abused by being employed as a license to follow a circuit, or to "go visiting" or to "camp out" whenever or wherever the applicant may desire. As a matter of fact the rule was so drawn that it can be made to almost automatically "smoke out" the "professional amateurs." For a few refusals to permit the payment of their expenses quickly will destroy their usefulness and compel them either to keep within bounds or to enter the professional class where rightfully they belong.

CORRESPONDENCE

Salt Lake Editor Joins in Protest.

Editor of the Bicycling World:

I note the editorial "The Dishonoring of Amateurism," in your issue of the 3d inst., which touches on the situation existing in Salt Lake City, and I judge from the tone of the article "that you mean it"—that the official organ of cycling believes that the amateur rules should be lived up to. Your article is only a starter; it is mild. How does this hit you?—The amateurs at one of the tracks in Salt Lake last year went on a strike for cash prizes and got away with it. The writer can prove this statement. Start your investigation as soon as you please and you will uncover some interesting conditions. You are at liberty to use this letter in any way you see fit.

W. D. RISHEL,

Sporting Editor Salt Lake Herald.

[We certainly do mean it. The amateur rule was made to be enforced, and is worth enforcing, and the Bicycling World means to do all in its power to have it enforced. It is the foundation and backbone of all sport for when the professional promoters and others who follow it solely for the money there is in it have squeezed the orange dry, they seek other orchards, and unless there is amateurism no sport remains. Due to the practices of professional promoters and the jelly spined policy of the governing authorities, cycling amateurism has been trailing in the gutter until the smell no longer could be disguised. Its condition improved somewhat last year, and it will be further improved if plain speech will serve that purpose. If Mr. Rishel, or anyone else, wherever located, can supply any information that will assist the clean-up and uncover the fake amateurs and prostituting promoters, whoever they may be, let them supply it. Mr. Rishel is particularly well positioned to turn on the light and apply disinfectant in a center which long has sadly needed it.]

Swenson Acknowledges a Gold Brick.

Editor of the Bicycling World:

I wish you would make mention in next number of Bicycling World of the fact that I do not need any more gold bricks at the rate of 35 cents each. I built my house or store three years ago and laid a good foundation. No bricks have as yet blown out of the chimney and I don't need any for that purpose. This information is mostly for some of those Broadway riders in New York.

In explanation, let me say that one day last week my expressman brought a package from New York with express charges collect, of course—35 cents. On opening the package I found a box, well made, containing a rough clay brick, painted with gold paint, packed nicely in hay. On top of the brick was laid a paper with the wording, "Smile, damn you, smile." "Ain't it

hell to be poor?" "Blow yourself." No doubt you can guess where it came from and I wish you would let the boys know I got it all right and in good condition, because the brick was so nicely packed in hay.

I may add also that business in Providence is very good. Next Sunday will be the opening of our weekly Sunday runs, when we will ride to Taunton, Mass., to see the Herring Run. That is an annual event with both the Providence motorcyclists and the herrings. To spawn the herrings swim up the Taunton river from salt water by the millions in special prepared fishways, and the motorcyclists ride over to see the sights.

Would like to see a national endurance run from New York to Indianapolis instead of from Buffalo to Indianapolis.

B. A. SWENSON, Providence, R. I.

Buffalo Raises a Warning Voice.

Bicycling World:

Just a few Lines of one of our old champs According to reports Adan Fischer one of buffalo best in and out door Riders will be seen in motor cycle Races hereafter that is the Talk of the town we all know that a man like Fischer have no fear is just the man for motor cycle Racing we were down town one night and they were talking over Derosier Records and they taught that was great well it is but not for him he said well a 3½ Lap track if i had a good motor i think i could do Better than 47¼ Well we Listened and heard him say he has got a few good offers but did not say what one he would Ride but the one he gets will be a good one to bring home the money

Thanking you for space
and oblige

Readers of cycling World and motor cycle Review.

OLD SPORTS, Buffalo, N. Y.

Good Liniments for Rubbing Down.

Editor of the Bicycling World:

As I am a subscriber of your interesting paper, I take the liberty of asking if you will advise me of the best liniment for rubbing for a road racer, as I expect to get in the game.

H. A. MERHOFF, Roslindale, Mass.

[One of the best rub down preparations is the following: One ounce each of witch hazel, arnica and alcohol, one drachm oil of wintergreen, one drachm oil of eucalyptus and one half drachm oil of cloves. Another one used by Bardgett, Walker and several other prominent riders is: Camphorated oil, 4 parts; turpentine, 1 part, and ammonia ½ part. All preparations which contain oil should be thoroughly shaken before using. A variation of the first formula and one which is used by several well known riders is to take 12 parts of witch hazel, 1 part arnica, 4 parts alcohol and ½ part oil of bergomont. There are almost as many varieties of rub down as there are riders, but the three formulas given are among the best.]

COMING EVENTS

April 17, Philadelphia, Pa.—Bicycle Marathon road race; open.

April 21, Newark, N. J.—National Turn Verein Wheelmen's amateur and professional home trainer bicycle races at Turn Hall.

April 25, Brooklyn, N. Y.—Linden Motorcycle Club's century run; open.

April 25, New York—New York Motorcycle Club's field day at Morris Park track.

April 25, Los Angeles, Cal.—Los Angeles Motorcycle Club's race meet on Coliseum track; open.

April 25, Brooklyn, N. Y.—Eastern Division Century Road Club Association's annual spring century run; open.

May 2, Valley Stream, N. Y.—International Cycle Association's 10 miles handicap road race; open.

May 9, Brooklyn, N. Y.—New York Motorcycle Club's double century run; open.

May 9, Jersey City, N. J.—New Jersey Division C. R. C. of A.'s annual spring century run; open.

May 16, Brooklyn, N. Y.—Century Road Club of America's spring century run; open.

May 23, Springfield, Ill.—Illinois Wheelmen's 12 miles handicap road race; open.

May 30, Plainfield, N. J.—Plainfield Cycling Club's 25 miles handicap road race; open.

May 30, New York City—New York Motorcycle Club's hill climb; open.

May 30, Los Angeles, Cal.—Appeal 25 miles handicap road race; open.

May 30-31, Los Angeles, Cal.—Los Angeles Motorcycle Club's annual endurance contest.

June 8, Newport, Ind.—Danville (Ill.) Motorcycle Club's hill climbing contest; open.

June 13, Valley Stream, N. Y.—Roy Wheelmen's First Bicycle Marathon handicap road race (26 miles 385 yards); open.

June 27th, New York City—Amsterdam Wheelmen's Queensboro century run; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of \$1 per inch.]

Entry blanks for the great
FIRST BICYCLE MARATHON
to be held at Valley Stream, N. Y.

SUNDAY, JUNE 13TH,
were issued this week.

1st Prize—Reliance twin motorcycle.
2d Prize—Columbia racing bicycle.
3d Prize—Racycle bicycle.

TEN SPECIAL PRIZES
and a

Great Array of Regular Place Awards
Address all communications to
Room 425,

1947 Broadway, New York.

FIGHTING FINISHES AT NEWARK

Kramer Again a Double Winner—Billington Springs a Sensation—Magin Gives Lawrence a Trouncing.

Another great crowd turned out to witness the second meet at the Newark Velodrome on Sunday last, 11th inst., and although the racing was of a high order, it again was demonstrated that the management of the New Jersey saucer will have to import some rider capable of giving Kramer a real battle, as he had no difficulty whatever in winning the two professional events in which he was entered. The crowd apparently was glad to see the East Orange-man win and he was deservedly applauded, but it sooner or later becomes monotonous to see the same rider win every Sunday, no

stiff pace from the start and soon had such a lead that no one could overhaul him. He won easily and Martin Kessler (25 yards) rence got into a pocket in the first heat and was shut out, while Walter Schlee, who finished second in the second heat, was disqualified for cutting inside the pole line, which let Magin, the scratch man, in to beat the field for second place, Neuschaefer getting third.



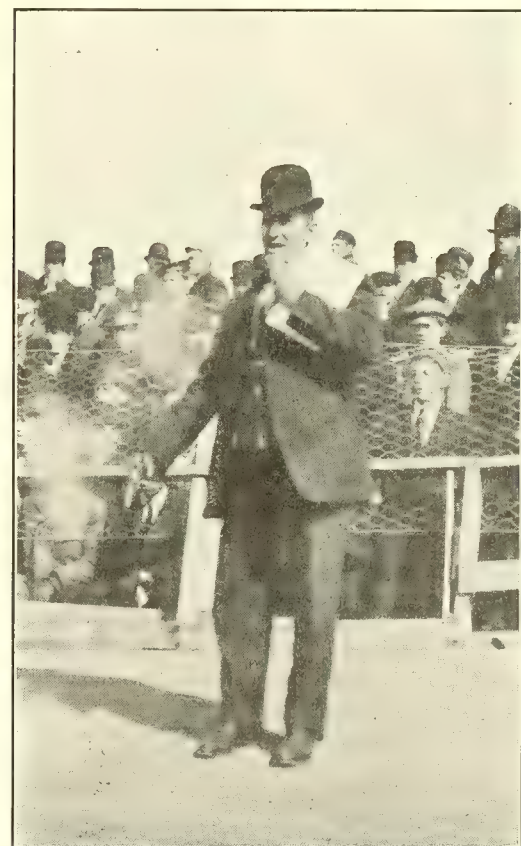
KRAMER AS HE LOOKS TODAY

With four riders in each heat to qualify for the final of the three miles open for amateurs, 16 riders lined up for the scramble. The race proved slow until the National Turner combination began working in the last few laps. Just before the last mile a big spill occurred on the backstretch and Adam Beyerman was one of the unfortunates. The Bronx "goat" made a brave effort to remount and overhaul the field after it had gained a half lap upon him, but he went "all in" with the tailenders in sight.

Just before the bell the National Turnverein team managed to get Lawrence hemmed in and at that moment Magin jumped. He opened a gap which no one seemed to want to close and of course won, the margin being by 20 yards. Lawrence defeated Carmen for second place.

The best race of the day was the half mile professional handicap and Kramer had the honor mark in the first heat. The field bunched in the bell lap and Kramer and Dave Mackay sprinted together. Mackay rode well for his initial appearance in Newark, but was beaten by a half length. Anderson had the low mark of 10 yards in the second heat and although the Dane rode his head off to cut down the long markers he was so tired when this was accomplished that he did not possess the requisite strength to go around the bunch. The stirring finish between Halstead, Vanoni and Rupprecht brought the crowd to its feet, the last named being shut out by an eyelash.

There was no dallying or waiting for the scratch men in the final heat and Kramer had to use his best stride to lessen the distance between the long markers and himself. Halstead and Mackay set the pace for the first two laps, the first named leading at the bell. Just how Kramer managed to get through the bunch in the last lap no one seemed to figure out, but the fact remains he did get through in a remarkable manner. Kramer was last when the field entered the backstretch and at that moment there did not seem one chance in a thousand for him to get around, as West was fighting on the outside. Suddenly, however, Kramer's dark red jersey was seen to plough the field in Mauretanian fashion, and the way he moved made the others look like novices. Mackay heard the whirr of Kramer's wheels and gave the champion a fight but he was not able to withstand the onrush of the latter and was beaten by 10

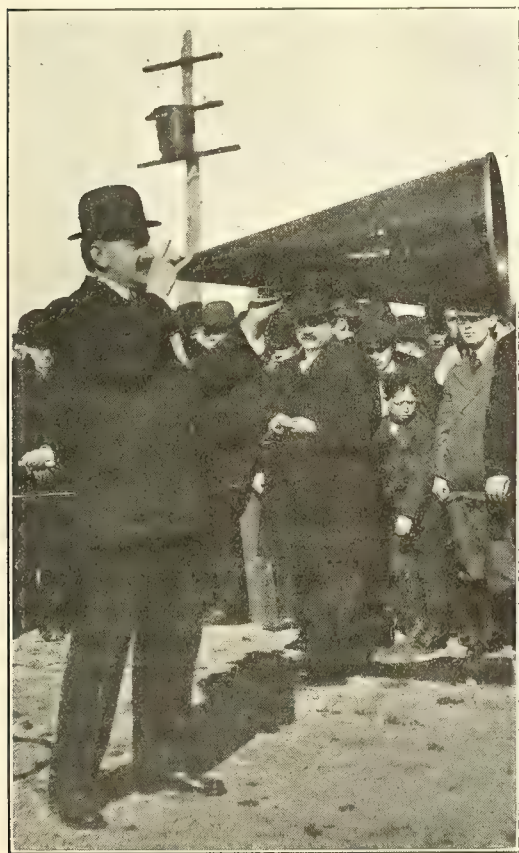


STARTER ABIENESTE IN CHARACTERISTIC POSE

yards. Krebs got third and Goerke fourth.

Cameron, West, Halligan, King, Rupprecht, Halstead, Ashurst, Drobach, Canfield, Lowe, Smith, Billington, Schlee, Haug and Trieble were asked to compete in the two miles invitation, a rolling start prevailing. Halligan set the pace for three laps and then relinquished it to Haug. Cameron led at the ending of the first mile, and from the way West clung to his rear wheel from then until the bell lap made it appear that the two had framed up a combination. At any rate, Cameron delivered the lead to West in the last lap and the latter sprinted like a flying machine running with the wind until he tired. Billington then skirted the bunch in the homestretch and won by a half wheel, with Schlee second. West was third and Ashurst fourth.

All the little fishermen had their hooks



ANNOUNCER BEDFORD AND HIS MEGAPHONE

matter who he may be or how great his popularity. At the present time there has not been a rider upon the track that is capable of drawing Kramer out to his fullest extent for age certainly has not withered or custom staled the speed of the eight times professional champion.

Teddy Billington who, in his days as an amateur, was known as the "pride of Vailsburg," sprang a sensation when he won the two miles invitation for professionals, to which some good riders had received "bids," and Percy Lawrence was outgeneraled, rather than outridden, in the amateur event, by the National Turnverein combination, whose tactics may or may not be legitimate.

Six trial heats and a final comprised the two-thirds mile amateur handicap. Lawrence qualify. In the final heat Blatz cut out a

baited for the dollar lap money in the five miles open, 24 starters getting away from a rolling start. The field did not bunch for several laps, but when the "Angel Gabriel" Abieneste fired the pistol Vanoni constituted himself major general of the parade and copped three real spending dollars. Vanoni set such a hard pace in the first three laps that "Big Bill" Canfield, the Kilkenny "cat," who says he will never be satisfied until he has trounced Kramer, expired from lack of breath. Cameron took the next two laps and Halstead led at the mile, Treibel scoring a meal in the seventh lap. Peter Drobach's landlady shook a significant finger at him, and the little Bostonian, realizing the import of it, cut loose for three dollars. Schlee led at the ending of the second mile and stayed in front for three laps and gave it over to Goerke. In the lap before the third mile John Bedell tried his speed in a little jump. He gained the length of a stretch, but did not seem disposed to continue and Mackay pulled the field up to the former Long Islander. Vanoni came back to life in the 23d lap and took a couple of dollars, leading at the beginning of the last lap. Ben Hill then got up and for three laps the order was Hill, Kramer, Anderson, Rupprecht and Bedell. Two laps from the finish Drobach, Halstead and Mackay circled the field, Halstead and Mackay having the position at the bell. Kramer made his bid in the backstretch, as usual, and Anderson connected with his rear wheel. Krebs attempted to whip Kramer, but did not succeed and the champion won by $1\frac{1}{4}$ lengths, with Anderson behind Krebs and three lengths separating the Dane and Dave Mackay. Bedell was fourth.

James Hunter tried the experiment of driving an automobile around the track, but there was nothing exciting about the exhibition and he finished in the slow time of 1:41 $\frac{1}{2}$ for the mile. The summaries:

Two-thirds mile handicap, amateur—Won by Frank Blatz, Jersey City (100); second, Martin Kessler, New York (25); third, Benjamin Neuschaefer, N. T. V. W. (50). Time, 1:20.

One-half mile handicap, professional—Won by Frank L. Kramer, East Orange, N. J. (scratch); second, Dave Mackay, Newark (50); third, Floyd Krebs, Newark (15); fourth, Oscar Goerke, Brooklyn (65); fifth, Charles Vanoni, Italy (40). Time, 0:56 $\frac{3}{4}$.

Three mile scratch, amateur—Won by Jacob Magin, N. T. V. W.; second, Percy Lawrence, Bay City W.; third, Clarence Carman, National A. C.; fourth, Martin Kessler, New York. Time, 7:07 $\frac{1}{2}$. Lap prize winner, J. B. Hawkins, C. R. C. A., 3 laps.

Two miles invitation, professional—Won by Teddy Billington, Newark; second, Charles Schless, Newark; third, Fred West, San Francisco; fourth, Alfred Ashurst, Newark. Time, 4:32.

Five miles scratch, professional—Won by Frank L. Kramer, East Orange; second, Floyd Krebs, Newark; third, Norman M. Person, Denmark; fourth, Dave Mackay, Newark. Time, 11:40 $\frac{1}{4}$.

AUSTRALIANS TO INVADE ZION

Pye with Seven Other Riders En Route from the Antipodes—Improved Outlook at Salt Lake City.

Salt Lake City, April 14.—That Salt Lake City will not be without bicycle riders this season was made plain today by the receipt of a cablegram from Ernest A. Pye, saying that he, together with seven other crack Australian riders, are now on the sea bound for America and expect to reach this city in time for the opening meet.

Pye rode here two years ago, but all the riders he brings with him are strangers to the Salt Lake "fans," but who are said to have made good in the antipodes last winter, or rather summer. They are Frank Wells, Folly, Henie, Nesbitt, Goulett and De Fraga, the last-named being a motorcyclist who established a brace of Australian records upon the saucer track in Melbourne.

Manager Heagren is going right ahead signing riders for the Salt Palace and Glenwood saucers and although no announcements extraordinary have been made those on the inside know that Heagren is not idle. Several eastern cracks have been made splendid offers—much better than they can do in Newark.

The reappointment of Frank L. Gardner as representative for the National Cycling Association was generally hailed with approval. Gardner has accepted the reappointment and states that although the position is a difficult one, he feels that he will be able to cope with it. He also states that he will see to it that the prizes are delivered to the amateurs through him, in accordance with the rule promulgated at the last meeting of the National Cycling Association.

Manager E. L. Pickering of the new five laps track at Los Angeles, left here several days ago after visiting Heagren and although no ironclad agreement between the two managers was entered into, it was mutually agreed that Pickering and Heagren will work in harmony for the best interests of both tracks.

Iver Lawson has signed to ride in Los Angeles at the opening meet on May 2d, and will remain there until the beginning of the season here, which now will in all probability not occur until May 30th, as in previous years. Palmer already has gone to Los Angeles and several other riders are contemplating a month's sojourn in Southern California.

Meanwhile preparations for the opening meet at the Salt Palace saucer track have progressed. The work of resurfacing the track is about completed and the prospects are that it will be faster than ever before. At first it was decided to put only a new surface upon the track, but since that time it was deemed advisable to reconstruct al-

most the entire track and many of the seats, an expenditure entailing almost \$2,500.

A solid concrete foundation has been placed between the lower four feet of the track where the latter joins the cement runway. This precaution is to prevent the studding from decaying and to make the surface absolutely solid. New studding has been placed beneath the track and under a large portion of the seats, and the banks readjusted. The lower six feet of the surface consists of 1x2 inch hard cedar laid on edge, and the remainder of 2x2 inch soft white pine.

Ganna Wins Big Italian Road Race.

Despite the fact that the roads were in a deplorable state because of recent heavy rains, 102 professional road riders started in the third annual Milan-San Remo race on April 4th. Luigi Ganna, who finished second to Vanhouwaert last year, won and also broke the record, covering the distance in 9 hours 26 seconds, the previous record being 10 hours 4 minutes, made by Petit-Breton in 1907. The victory of Ganna was a surprise, as Emil Georget had generally been regarded as the winner. Frequent punctures retarded the French crack, however, and he lost the race by exactly 9 minutes. Cunilio finished third in 9:50, Vanhouwaert was fourth in 9:50:05, Gerbi fifth in 9:53 and Faber sixth in 9:54. In all, 33 riders finished the muddy ride.

Sacramento Club Develops New Life.

The Capital City Wheelmen, of Sacramento, Cal., after many years of inactivity, have decided to get back in the ring and as a curtain raiser to an anticipated busy season have arranged a race meet to be held in that city Saturday, April 24th. The program will include a novice event, a half mile scratch and a five miles handicap, the Chamber of Commerce of Sacramento, donating medals for prizes. Next month the club plans to promote an open team relay race in connection with several other events.

"Major" Taylor Again to Ride Abroad.

According to advices from Paris, via the Boston correspondent of L'Auto, "Major" Taylor is preparing to ride this season in Europe. Last year Taylor went abroad without a contract in his pocket, but he had no trouble in obtaining engagements, and it is stated that he will again follow the same plan. The same source has it that Taylor has this winter grown a moustache, so that he will not feel strange in Paris, beardless men being the exception rather than the rule in that city.

Schwab Has Hard Luck in Spain.

A balky motor was responsible for Oscar Schwab's defeat at Barcelona, Spain, at the opening meet on April 4th. Schwab was leading Lehman until his pacing machine developed misfiring, and from then until the finish he did not have a chance. At the same meet Comes defeated Hourlier in the match sprint.

SPORT THAT MADE HEARTS FLUTTER

**Dare Devil Riding and Thrilling Incidents
Make Los Angeles Meet Memorable—
More Records Shattered.**

Los Angeles, April 11.—If ever spectators seeking excitement got their money's worth, the 4,000 who were present today at the Coliseum motorcycle track certainly received it. The racing supplied a succession of hair-raising thrills. It was no place for men with weak hearts.

Of course, better than mile a minute speed was the rule, and of course Jacob Derosier broke some more world's records. It seems to have become a habit with him. He placed the record for five miles at 3:56 $\frac{2}{3}$ (13 seconds better than the previous best), and he cut the 15 miles figures to 12:58 $\frac{2}{3}$ —3 $\frac{3}{4}$ seconds inside the previous best—and Fred Huyck also again shook up Daddy Time by riding ten miles in 8:12, 12 seconds inside the old record. These records all were made in competition and it was during the making of them that the public obtained such unusual value for their admission fees. Practically every race of the day provided not merely a fighting finish, but a fight every inch of the way, and such fights at such speeds as never before had been witnessed, and twice Paul Derkum had such narrow escapes from sensational disaster that hearts almost stopped beating.

It is hard to describe any particular race as "the race of the day." But if that description may be applied to any of them, it applies to the ten miles match race between Huyck (7 Indian) and M. J. Graves (7 N. S. U.). Despite native pride everyone was relieved when Graves began to fall behind. Graves had beaten Huyck by inches in a match the previous Sunday, and both were "out for blood." For 13 laps they went at it hammer and tongs. At a pace better than 50 seconds per mile they flashed round the track so closely together that it was either man's race, and everyone knew that world's records were falling. When the men shifted positions and Huyck took the pole, Graves began to weaken and grew so unsteady that the spectators ceased breathing. He stuck to his work, however, but every time he rounded the lower turn he bumped Huyck's rear wheel and shot up the high banking only to dart down again and repeat the performance. After the 13th lap, however, daylight began to show between the two youngsters and the awful tension was over. Huyck then drew away and won by a third of a lap in the record time of 8:22.

In the five miles amateur 50 cubic inches handicap, Graves was party to another blood curdling contest, Charles Balke, locally known as "Fearless" Balke, being the other man in the case. Huyck (Indian), Balke (Thor), and Ward were on scratch; Graves (N. S. U.) had one-third of a lap;

Seymour (R-S, two-thirds, and Prather (Curtiss) one lap. Huyck was quickest to start and drew a big lead on his fellow scratch men, but on the third lap Balke gained rapidly and on the second mile he passed Huyck, who quit soon after. Balke pressed on and caught Graves, but in doing so he caught a Tartar, for Greaves tacked on and stuck to him like a leech. Time and again they bumped into each other while the spectators' hair stood on end, but neither rider fell, and so they fought, lapping all the other contestants and finishing half a length apart, with Balke still in front, in 4:37 $\frac{2}{3}$ —wonderful going for a single cylinder machine.

When the race ended the officials "called down" Graves whose young heart was



DEROSIER IN STREET COSTUME

pounding like a trip hammer. Vice-President Holmes, of the F. A. M., when reprimanding the lad, and asked to feel his heart said: "Why, that's nothing to the way my heart thumped. I was never so near heart failure before in my life and I can't stand it again."

Derkum and Derosier also came together in a match race at ten miles for which each man had deposited \$100 as a side bet. It proved both vexatious and exciting and was marked by a fine display of sportsmanship on the part of Derosier. It was an "off" day for Derkum. His big R-S had been misbehaving and the mechanic who had been attending to it got mad and went fishing because he was not permitted to make certain changes he desired to make. Derkum and some friends tried to right things rather hastily, but the repair went wrong on the second lap and the race was stopped. Derosier and his helpers then turned in and helped get the machine going, but they were not successful and Derosier then loaned his rival one of his big Indians and the race was restarted, but Derosier's tire went flat and a third start was made. It was a great race while it lasted. Derosier had the pole and for lap after lap Derkum

rode high to get past him but Jacob fought him off and then of a sudden the local idol's front wheel began to wobble and he fell back. The expander of his handlebar had given way allowing the bars to swing free, but Derkum was game and skilful, and holding his machine by the head he finished as fast as he dared. When Derosier saw what had happened he slowed up and yet finished the ten miles in 9:12 $\frac{1}{2}$.

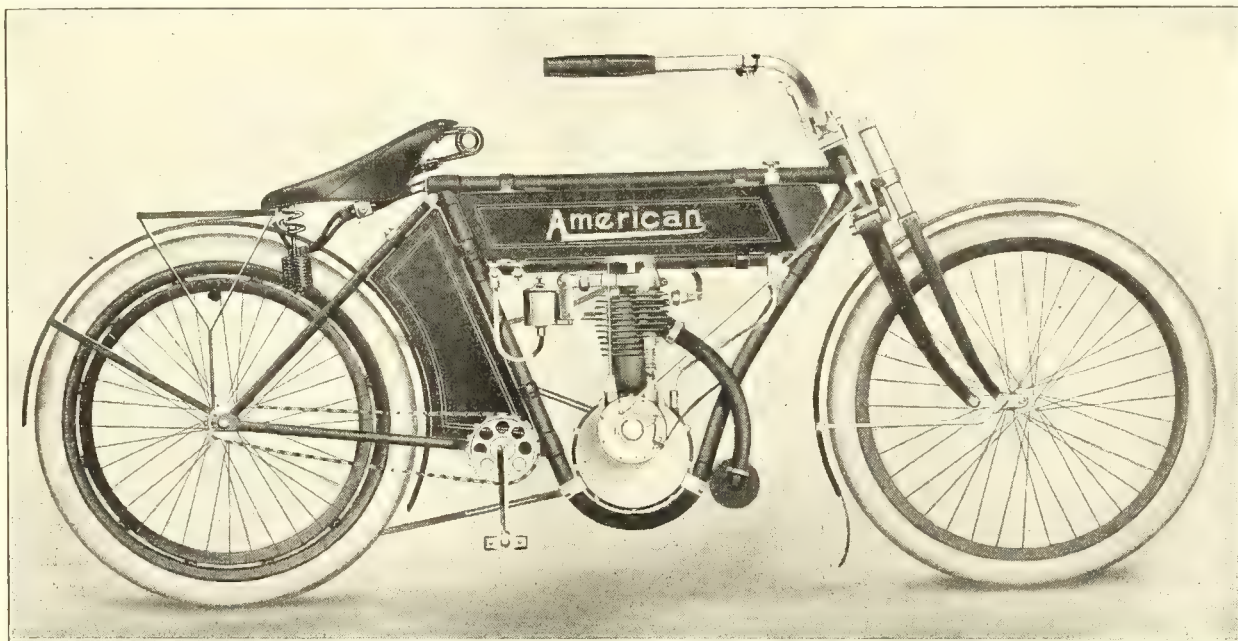
The next professional event was the five miles open with Derkum, De Rosier, Mitchel and Lingenfelder up. As the latter had only a 4 horse single Thor, and the others 7 horse twins, he was given 2 laps handicap. Derkum was still riding one of De Rosier's Indians, having no machine of his own to fall back on. Again there was a close contest between the West and the East, but in the hurry of turning over one of De Rosier's extra machines to Derkum, the Indian crew forgot to replenish the gasoline tank and on the third mile Derkum's machine stopped for want of fuel, when he had twice lapped Lingenfelder and Mitchel, so the Californian had to drop out when sure of second place and a chance for first. With Derkum out of the running, Derosier had a picnic, but a lightning swift one. He won in 3:56 $\frac{2}{3}$ —a world's record.

Despite his hard luck Derkum retained his good nature until the 15 miles open was over. In this race Derosier got about three lengths the best of it in the fast flying start when George Adair fired the pistol and by the third mile all the big ones had lapped Lingenfelder, the Chicago boy, on his 4 horse single, but Derosier was leading Derkum by as much as at the start. Mitchel was going very fast but almost a half lap back. On the 13th, 18th and 24th laps, respectively, Lingenfelder was lapped, and thus the mile handicap allowed him had been overcome. At this time Derosier had gained nearly a half lap lead on Derkum, but then the tables began to turn and Derkum commenced creeping up on the eastern man. Every gain was instantly recognized by the 4,000 spectators, and when it was seen that Derkum was sure to overtake his greatest rival, the cheers were deafening. The 40th lap saw Derkum on even terms with Derosier though having to ride wide as Derosier was above the pole line and swung wide each time he came into the stretches.

At the beginning of the 12th mile Derkum, on one of Derosier's own machines, had Jake at his mercy, and the spectators were cheering like a foot ball crowd. The 43d lap saw Derkum well in the lead and riding easily, and so it went on until the 45th lap with the crowd cheering itself hoarse.

Of a sudden a groan succeeded the cheers and a dead silence ensued during which the ripping and tearing of Derkum's rear tire distinctly could be heard above the spit of the exhausts on the two machines that most interested the spectators. Derkum was wobbling fearfully, but was keeping the flying machine under him by almost super-

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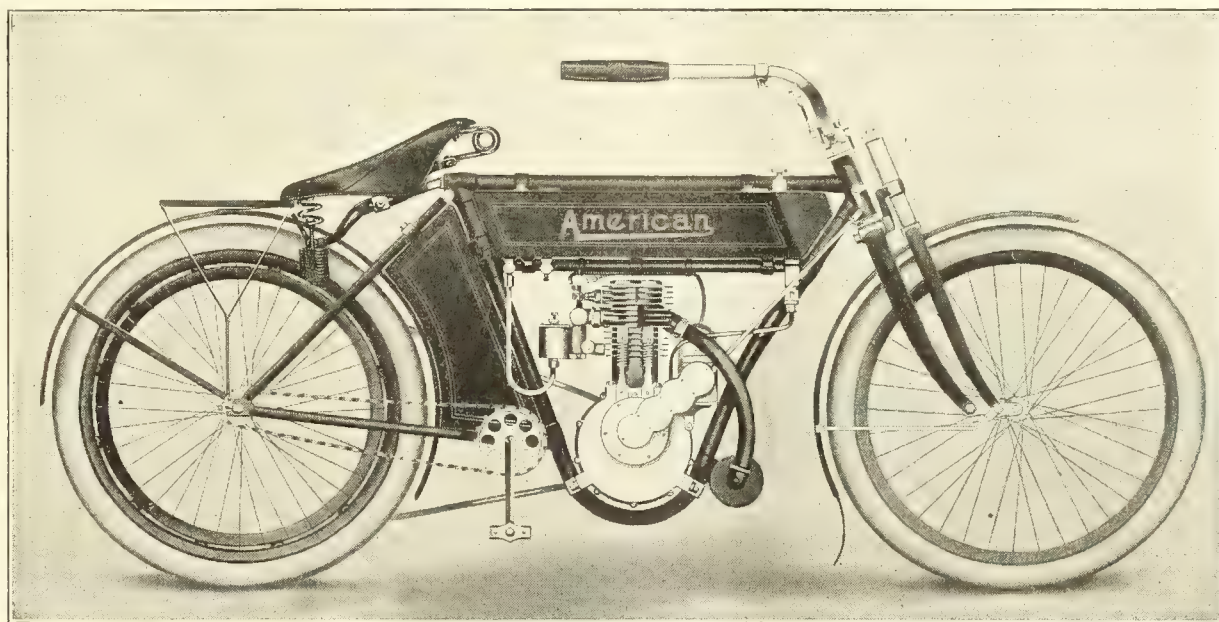
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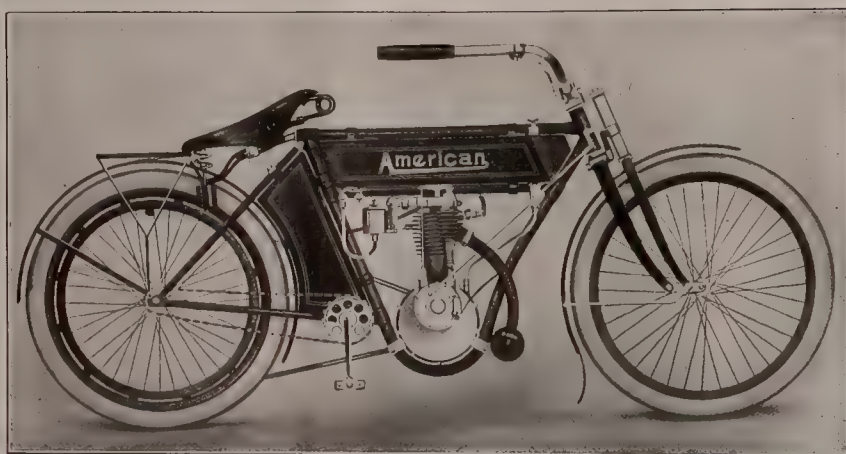
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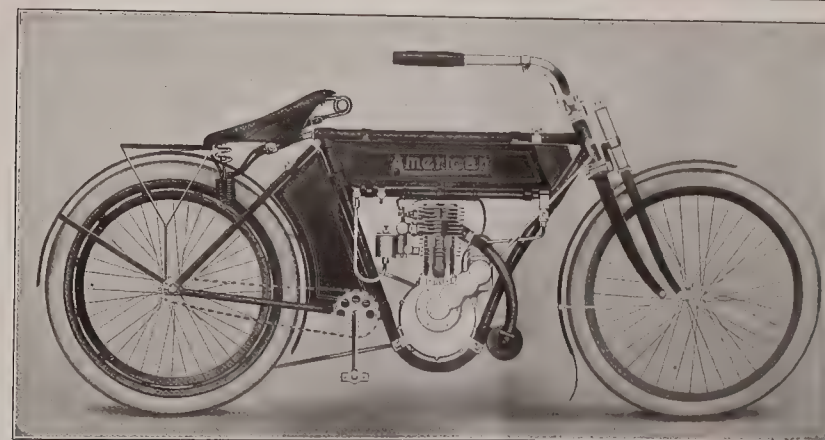
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human effort and wiggling all over the big saucer track with the tire case slapping him in the back and pounding on the track. Derosier had shot by the instant the tire blew off the rim and was rushing on to victory but all eyes were on Derkum, fighting against great odds to avoid a fall, which would mean death or grievous injury. A whole lap of back pedaling and balancing was required to stop the machine. Only one small piece of the tube was left and as Derkum was grabbed from his crippled machine by two strong men, others catching the machine, the Californian fairly went mad. He pulled off one glove at a time and threw it with all his might on the ground, tore off his head gear and stamped about, muttering curses on his luck. The tire was one of the new Ohio-made motorcycle tires that Derosier was trying for the first time today, and these tires are too light for this fast, desperate work, as could be plainly seen. The bead and protection strip had given away on most of the circumference and the rim of the wheel was as crooked as a snake from the terrific strain of the accident and the twist of the flopping tire. Sympathy was with Derkum, as he lost three straight races, and one of them when a victory over Derosier with the end of the race almost was in sight. Derosier stuck to his work and finished in the fast time of 12:58½.

The summary:

Four miles amateur, single cylinder stock machines, not exceeding 20 cubic inches—Won by Fred Huyck (Indian), Chicago; M. J. Graves (Kohl), Los Angeles, second; Charles Balke (Thor), Los Angeles, third. Time, 5:16½.

Five miles amateur handicap, 50 cubic inches or less—Won by Charles Balke, 4 horsepower Thor, Los Angeles; M. J. Graves (N. S. U.), Los Angeles, second; R. S. Seymour (R-S), Los Angeles, third. Time, 4:37½.

Five miles professional, open—Won by J. B. Derosier (Indian), Springfield, Mass.; E. Lingenfelder, Chicago (Thor), second; A. Mitchel, New Orleans (N. S. U.), third. Time, 3:56¾. (World's record.)

Five miles amateur, not exceeding 40 cubic inches—Won by F. Huyck (Indian); R. S. Seymour (R-S), Los Angeles, second; A. Ward (N. S. U.), also ran. Time, 4:42¾.

Ten miles match, Paul Derkum vs. Jacob B. Derosier—Won by Derosier. Time, 9:12½.

Ten miles match, Fred Huyck vs. M. J. Graves—Won by Huyck. Time 8:12. (World's record.)

Fifteen miles professional, open—Won by J. B. Derosier (Indian); E. Lingenfelder (Thor), second; A. Mitchel (N. S. U.), third. Time, 12:58½.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

WILLS FIGHTS FOR HOUR RECORD

He Charges Action of the U. C. I. to the Official Timer's Failure to Make Report—His Appeal for Justice.

Albert Edward Wills, the young Englishman who on August 17th last, at the Munich track in Germany, broke the world's record for one hour and 100 kilometers by covering 61 miles 905 yards in 60 minutes and 100 kilometers in 1 hour 34 seconds, has protested against the manner in which his record was taken away from him at the last congress of the Union Cycliste Internationale; he claims that the record was made regularly. In view of the fact that Wills's flight was the most marvelous ride ever made on a bicycle the following letter to J. C. Sels, editor of Les Sports, Paris, is of considerable interest:

"Les Sports being the only paper of influence in which one can freely express his opinion, I appeal to your impartiality, and ask you to publish this letter," writes Wills.

"While in America I heard that my hour record and record for 100 kilometers, which I established on the track at Munich last year, had been taken away from me. It has been only a few weeks since my performance has been contradicted, and the German federation went so far as to ask the congress of the U. C. I. to not accept it officially.

"As this demand has injured my sporting reputation and is of a nature to cause serious prejudice so far as my future engagements are concerned, I believe that I am in the right to protest energetically the decision made against me. Independent of anything else, it is illegal and unjust as I was not given the occasion to explain my case, or to answer any questions, as they were not asked. I declare that my record was established under the supervision of the German Verband. In fact, M. L. Bruckmayer, the official timer of the Sportplatz Munchen, appointed and agreed upon by the Verband Deutscher Radrennbahnen and the Union Cycliste Internationale, did the following:

"1, Gave the starting signal. 2, Did the timing. 3, Fired the pistol at the hour. 4, Stopped me when 100 kilometers had been covered. 5, Gave me a certificate indicating the result of my performance.

"It now appears that this official timer, representing not only his federation, but the international body, neglected to communicate his report to the associations who appointed him.

"Am I to be held responsible for his negligence, which I qualify as stupefying, and am I, as a rider, to tell an official of the Verband his duties? To ask the question, is to solve it. I do consider, however, that it is my duty to explain to the public the

situation caused by a fault for which I am not responsible. Not having the right to personally complain to the U. C. I. I have asked my federation to protest in the name of justice and to bring the matter before the attention of the coming congress. I have confidence in my cause, which is a just one, and I hope that justice will be given me."

Fast Going in Texas Road Race.

For the third time this year the 11 miles American road record has been sliced, the latest fracture occurring at San Antonio, Texas, Sunday last, 11th inst., when Dick Madder won first time prize in the annual Mission Loop road race. Madder covered the distance in 31 minutes 1 second, the former record being 31:10, held by Joseph Orlando, of the Empire City Wheelmen, Brooklyn.

The race was a big success despite several falls in which some of the contestants lost some cuticle. The first spill occurred at the four miles post when two of the contestants became tangled and hit the ground. While they were trying to adjust themselves another rider came along and executed a high and lofty tumble over them. About a mile from the finish several other riders came in contact with a big Newfoundland dog, and the result can be imagined.

Handicaps ranged from scratch to 5 minutes 30 seconds, and Felipe Herrera made good his mark of four minutes by winning the race handily over Hugh James and Domingo Suares, the latter pair having a battle royal for second place. Walter Harris and Dick Madder started from scratch but the former was compelled to drop out. Madder finished in sixth position and broke the record, as stated. The summary:

	Hdcp. Min.	Time. M.S.
1 Felipe Herrera	4	34:18
2 Hugh James	2½	33:02
3 Domingo Suares	5½	36:03
4 Otto Urban	3½	34:11
5 Ernst Derr	3½	34:25
6 Dick Madder	scratch	31:01
7 John Morgan	½	31:40
8 Pablo de la Rosa	4½	35:43
9 Billy Kitchen	3	34:23
10 Rafael Guerra	3½	35:19
11 Adolph Chavez	1½	34:23
12 Henry Gier	2½	36:07
13 Chas. Moureau	3½	37:18
14 Cepriano Gonzales	4½	39:30
15 Enrique Villareal		
16 Walter Wiles		
17 Ed Stahl		
18 Jose Gonzales		

Abdul Aziz and His Bicycles.

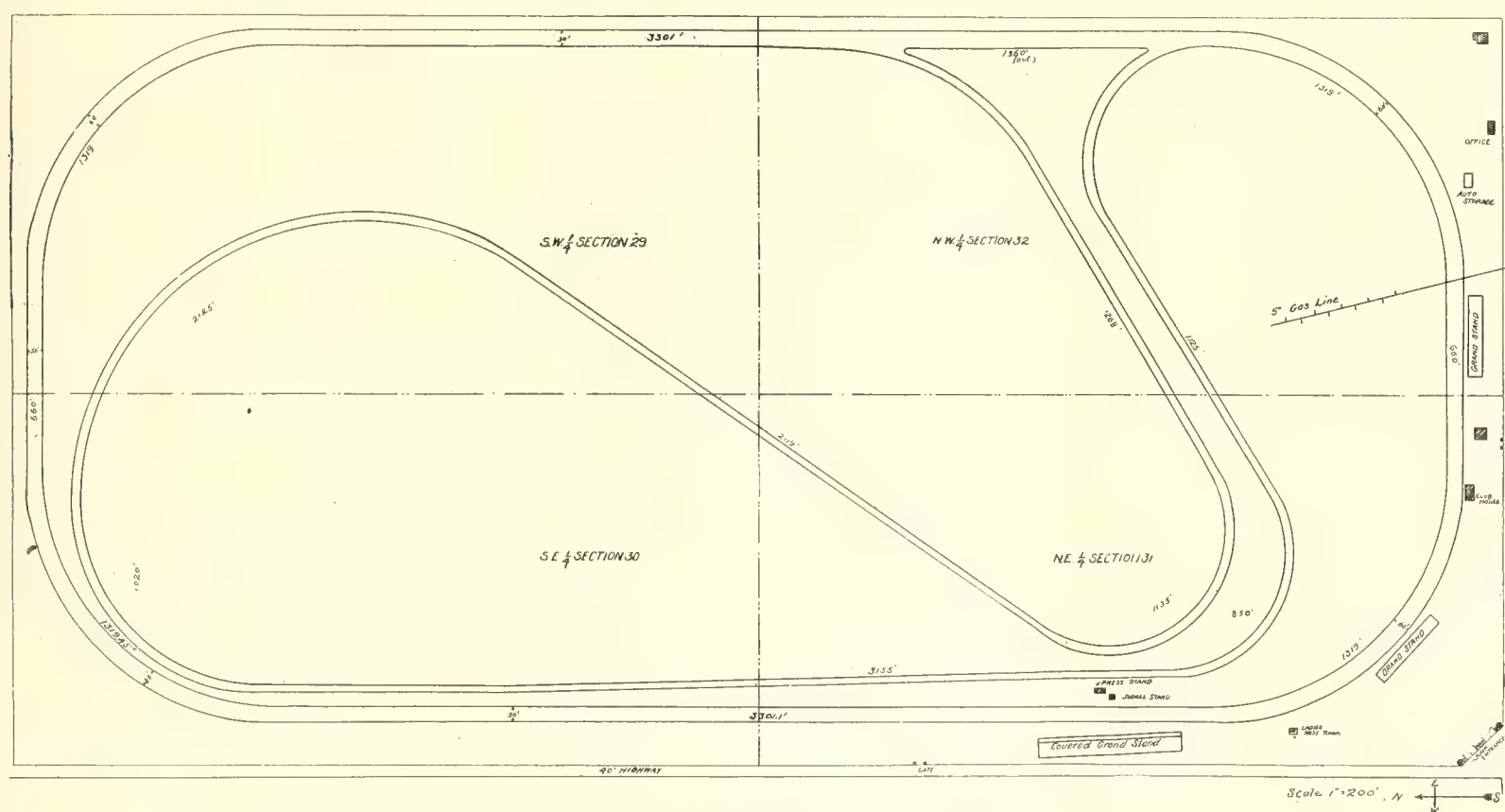
When the palace of Abdul Aziz, the former Sultan of Morocco, was pillaged, it is stated that among very many other things it was found to contain a hundred or more bicycles. The explanation given for this situation is that the credulous Aziz had been informed that it was the custom in Europe to sell bicycles only by the dozen or in lots of one hundred, and he placed his orders accordingly.

Indianapolis Pushing Its Speedway to Early Completion—Creek Turned into New Channel to Aid the Work.

of the inside course by cutting one-half mile off the original plan. In this way sharp curves were avoided. The immensity of the undertaking also is evidenced by the statement that the two road machines already in use are capable of gathering and dumping no less than 1,500 loads per day, each load consisting of $1\frac{1}{4}$ cubic yards of dirt. To this equipment a duplicate has been added which will be in operation shortly.

Georgia Authorities Favorable to Proposed Motorcycle Road Events—Probability of Rich Prizes Being Offered.

F. Ed. Spooner, the New York photographer and publicity promoter, who once was conspicuous in cycling affairs, and more recently in automobile movements, has interested himself in the matter and already



REVISÉD PLAN OF THE MOTOR SPEEDWAY AT INDIANAPOLIS, IND.

The original plan of the speedway itself has undergone considerable revision. The scheme according to this arrangement called for three stretches within the outer enclosing track, connected at the ends with one another, while the outer ones were joined to the outer course at points in one of the end curves. A second survey of the tract, however, demonstrated that it would be possible to secure much longer radii of curvature by enlarging the outer course and reducing the length of the inner stretches. Accordingly the layout which was finally adopted follows the arrangement shown by the accompanying illustration.

sary to change the creek at one point near the grandstand, and this already has been accomplished.

At its last meeting the Chicago Motorcycle Club decided to hold a gymkhana meet in the Windy City on Decoration Day, May 30th. Just where the events are to take place was not decided, but as most of the members are in favor of Washington Park, an effort will be made to conduct the affair there. The program also will be announced later.

Although he did not compete, A. J. Clarke was introduced to the spectators at the Linthout track, Brussels, on April 4th, and received as much applause as did Ellegaard when he defeated Vanden Born in their match. Vanden Born won the second heat of the match, but lost the first and third to the world's champion.

has aroused the interest of the Savannah authorities and practically secured their support. Spooner never has been identified with motorcycling, but he has a long head and wears strong glasses, and recently when he scanned the horizon he saw motorcycles looming so much larger than ever before, he decided to be wise in time and to not overlook the on-rush. Accordingly on his way home from the Florida speed carnival last month, he dropped off at Savannah and saw the mayor, the president of the Savannah Automobile Club, and other interested and influential men and found them in a receptive mood. They took kindly to the idea of a motorcycle race, and while it first was stated that one might be held in case the Grand Prize or Gold Cup automobile race is again held on the Savannah course, Spooner learned that whether or not that event occurs, the Georgians will hold two or three other automobile road races and offer prizes equal to or better than the Gold cup.

Spooner will have occasion again to visit

Savannah next week and as meanwhile he has acquired some motorcycle wisdom, it is probable that a definite announcement regarding the motorcycle event shortly will be forthcoming. The present idea is a handicap race of 200 miles over the shorter or ten miles Savannah course, restricted to amateurs and with an array of prizes such as motorcyclists never have laid eyes on.

New Jersey's Latest Regulations.

Governor Fort having signed the Bradley bill, it is now legal for motorcyclists and automobilists to travel in New Jersey at the rate of 25 miles per hour instead of 20 miles as heretofore. The new law also provides for the issuance to non-residents of 10 days "admission tickets" at the rate of \$1 for each period of ten days, which, except for the occasional tourist from a distant point, is of more value to automobilists than to the motorcyclists, as the registration rate for the latter is but \$2 per year.

Roxbury Club at Annual Banquet.

The Roxbury (Mass.) Bicycle Club, one of the oldest organizations in America, which, however, is not active in a true sense, held its 23d annual dinner at the Quincy House on Saturday night, 3d inst., 35 members being present. The following officers were elected: President, C. S. Brock; vice-president, William Proudman; director, I. S. Newcomb; treasurer, H. E. Strout; secretary, H. G. Belknap; captain, J. J. Fecitt; lieutenant, H. H. Wheeler.

Motorcyclist in Canine Catastrophe.

George Norton, an Ardmore (Pa.) motorcyclist, was seriously injured one day last week by an uncommon accident. An automobile struck a dog and tossed it directly in the path of Norton, who also struck the animal and was thrown violently against the rear wheel of the passing car. His head was badly injured and for a while it was feared that his skull was fractured, but this proved not the case and he will recover.

Bay Views Choose Road Officers.

The Bay View Wheelmen, of Newark, N. J., have elected the following road officers for the season of 1909: Captain, Julius J. Husse; first lieutenant, Julius A. Eisle; second lieutenant, Louis Mattes; sergeant, Louis Arnold; quartermaster, Fred Arnold; club color bearer, George Graul; national color bearer, William O'Brien; bugler, Richard Andres.

Enforcing Lights Law in New York.

For the first time in several years, the New York police on Sunday last made a raid—a small one—on lampless cyclists. Two patrolmen assigned for the duty gathered in nine offenders.

Postal Test for Motor Tricycle.

The Dallas (Texas) post office is experimenting with a motor tricycle for the collection of mail. It is employed in the business district of the city.

PARIS SEES SPECTACULAR CONTEST

Butler and Moran Force the Fighting in Trial Heats of the Roue d'Or—Guignard Wins the Race.

In one of the most spectacular paced races ever fought in Paris, Paul Guignard defeated Louis Darragon at the opening of the Buffalo track on April 4, by a narrow margin of 200 yards, after the latter had the race almost won. A punctured tire five laps from the finish, however, lost the race for Darragon. Nat Butler finished third, two laps behind, and Parent was fourth.

The event was the seventh annual Roue d'Or, contested in three trial heats at 20

the final heat. Darragon was the favorite, made so through his victory in the same race last year and the year previous. Moran won the event in 1906 and Walthour the two years before that.

The field of four riders kept pretty well bunched for the first few kilometers and Darragon led at 10 kilometers, having in the meantime lapped Parent. The latter was lapped by Butler just after the time for 20 kilometers was announced.

Darragon rode like one possessed and at 15 kilometers succeeded in lapping Butler, after a hard fight in which the American showed his battling instinct. Just after he had lapped Butler Darragon's tire went flat, and although he made a quick change of bicycles, he lost two laps. Guignard was surprised to find himself in the lead and immediately called for more pace. He passed Butler and maintained a lead of $1\frac{3}{4}$ laps over Darragon and $3\frac{1}{2}$ laps over Butler.

Darragon was not to be denied, however, and after a pretty ride he was soon up with Guignard. Butler also was coming up strong, and as Parent began to show signals of distress, Darragon led in a fine sprint and succeeded in passing his brother Frenchman, as did Butler. Darragon was determined to put a lap on Guignard and he rode so fast that he was soon up to him. Guignard was just as determined not to be passed, and a spectacular sprint resulted, in which Guignard finally was passed after forcing Darragon to ride high on the banks for more than two laps.

Darragon had the race virtually won when, five laps from the finish another puncture put him out. He slowed as quickly as possible and changed to another bicycle, but not before Guignard had regained the lap he had lost previously. Darragon tried hard to get up before the finish, but Guignard's lead was too great and he won by 200 yards, covering the distance of 31 miles in 41:47, Butler finishing two laps and Parent five laps behind.

The only other event of importance was the international scratch in four heats and a final. De Mara was the only American starter, but to the surprise of many he was defeated in the fourth heat by Le Doc, a second rater. The final heat was won by Berthet, who defeated Michaud by two lengths.

Roy Wheelmen to be a Corporation.

Following the Bicycling World's advice to unincorporated clubs last week the Roy Wheelmen of New York, at their regular meeting on Tuesday night, decided to incorporate under New York State laws. H. A. Glieman, Jean Roy and F. L. Valiant were appointed a committee to arrange the matter.

San Jose Motorcycle Club Election.

The San Jose (Cal.) Motorcycle Club has elected the following officers for the ensuing season: President, A. W. Volkers; vice-president, Herbert C. Fridley; treasurer, Charles C. Northrup; secretary, Fred Shaw; sergeant-at-arms, Herbert Bean.



kilometers, a repechage at 15 kilometers, and a final at 50 kilometers. Only one rider qualified in each heat, but Darragon met with very little resistance in his heat against Bruni and Lapize, winning from the first-named by four laps. Butler was given a much harder proposition, for in the second trial heat he had to defeat Guignard and Bardonneau, two very well known middle distance cracks. The American proved capable of doing so, however, for he trounced Bardonneau by two laps and Guignard by five.

James F. Moran, Contenet and Parent lined up for the third heat and without a doubt this resulted in the closest finish seen in a paced race in years. Moran forced the fighting all the way and in the last lap attempted to rush Parent off his saddle. The Frenchman held his own, however, and in a magnificent sprint won the heat by five yards. Guignard qualified for the final heat by defeating Bruni and Contenet.

With the interesting heats out of the way the crowd was worked up to a fine excitement pitch when the men lined up for

TO CROSS CONTINENT ON UNICYCLE

California Trick Rider Breezily Announces
Plans for Unique Undertaking—Seven
Years in Training for the Trip.

Some time in the dim distant future Edward Payson Weston, the old pedestrian who is "hoofing" across the continent, may meet a stranger, sitting over one wheel, with his nose pointed in the direction of Manhattan and its "gay white way." Should such a meeting take place the stranger will be none other than "the only and renowned" Court Edwards, "unicyclist supreme," as he describes himself.

Court Edwards is ambitious. In 1902 he says he rode his unicycle from Fresno to San Francisco, 235 miles in 37 hours, covering 71 miles the last day. Since then the tales of various transcontinentalists have stirred within his breast the fire of ambition to ride across the continent on one wheel. By the way, Court has broken all training records, for to quote his own words, "after hard practice since 1902, I have been training and getting into condition that I might make the ride from San Francisco to New York. I am ready for the greatest event of my life." Think of it! Training for seven years! And some bicycle champions kick like Kansas mules if they are compelled to train two hours a day.

Not only does Court Edwards perform feats, to quote again, "upon the unicycle that seem impossible, and doing them with such ease and grace as to captivate the most skeptical," but he plays cornet solos as well, and the silver-toned notes from his cornet of the same metal will be used to aid him in making the long, dry criss-cross from the Poodle Dog restaurant in Social San Francisco to the Forty-second Street Country Club in Magnificent Manhattan.

"Gentlemen," writes the only and renowned Court Edwards, in his best Eureka style, "we are living in the most progressive and enterprising age of man and are continually looking for something new and up-to-date that our competitor don't have, and when we see something unusual and sensational that would advertise our business, we grasp it and push it until the field is overworked in that line."

From which flowery introduction you might infer, dearly beloved guessers, that Court has an advertising scheme up his sleeve. Correct, the very first time, for if you have anything that you want advertised in the arid wastes and deserts, the lofty mountain ranges and the thriving villages and cities between San Francisco and New York, Court is right on the job with two feet, a unicycle, one umbrella, a cornet, a kodak and his own personality. Let Court tell his plans in his own language:

"I will leave San Francisco just as soon as all arrangements are completed," he

says, "and aim to arrive in New York about 125 days from the date I start, the distance to travel being 4,500 miles. I will give exhibitions in each town on my route, play cornet solos, advertise your business, goods or whatever it might be, work for your interest in every way possible. I will carry an umbrella with your advertisement on the top, make announcements for your goods and have your name on a sign that hangs in the center of the wheel. You furnish me free of charge 10,000 to 20,000 cabinet size photographs or an imitation or substitute for a photograph, my picture to be on one side and a short biography of my life on



COURT EDWARDS

the other; you to put your advertisement on the mount where you like. I will sell these pictures to defray expenses and have them sent to different points along the route. When I arrive in New York I will receive my compensation, providing I make good as per agreement, but if I fail to finish my journey, I ask for nothing and you get the benefit of advertising up to the time I give up, should anything happen to me. The route to be as direct across the continent as possible, unless otherwise directed by you. I will stop at the best hotels and carry a kodak to take pictures of different points of interest and keep a diary."

And at that the idea is unique and the feat of riding a unicycle some 4,500 miles is a novel undertaking in itself.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

GERMANS LIONIZE RACE WINNERS

Dave Coburn Says They are Regarded as
Speed Gods—He Tells of the Ovations
to Macfarland and Moran.

Dave Coburn, of Newark, N. J., who, because of his long experience in training riders for the annual New York six days race, was sent for by the promoters of the German six days race to look after the riders in that recent event, returned to America Thursday on the Teutonic of the White Star line.

"I certainly had a fine trip and not much work to do," said the Newark trainer. "The boat was late and I did not get to Berlin until Friday of the race, but was able to make myself useful after that. None of the trainers knew anything about six day racing and some of the riders were in bad shape when I arrived on the scene. A lot of the riders' knees were bad and few seemed to know the virtue of hot cloths.

"They were an independent lot, too—those trainers. Once when Stol finished his trick of riding and went to his training quarters he asked the man about the camp to do something for him. The hired man happened to be eating at the time, and do you think that he would move until he had finished? Not much, and he didn't mind telling Stol so, either.

"A lot of American riders certainly missed a fine chance of making some easy money. The race was a big success, and because of their experience Macfarland and Moran had a 'cinch.' They rode well, however, and made a great hit with the German 'fans.' Why, the Crown Prince was so interested in the race that he spent four nights at the Gardens, and after the race had 'Jimmy' and 'Mac' entertained at his home.

"But if Macfarland and Moran were heroes in Berlin, they were ultra heroes in Cologne. They rode bicycles that had been made in Cologne and after the race accepted an invitation to visit that city. Bicycling is certainly popular in Germany and a race winner is nothing short of a speed god.

"When we arrived at the station in Cologne there were about a million people, more or less, at the station to greet the winners. A great big carriage had been provided and this was covered with flowers and electric lights. We were given the places of honor in the carriage and followed by about a couple of hundred bicyclists carrying decorated lanterns, the procession started around town. Up to the time I left Moran and Macfarland had not had time to do anything but be the guests of honor at banquets arranged for them.

"Moran will sail for America on May 9th, but I do not think Macfarland or Clarke will be seen in America this season, or if they are, not until late. 'Mac' is deluged with offers and Clarke is the popular idol wherever he goes.

BOWEN WINS FOR NEW CENTURY

Exciting Finale in Thirty Miles Novice Relay Race at San Francisco—Winner Overcomes a Long Lead.

W. Bowen, riding for the New Century Wheelmen, won the annual novice relay race for his club at the Stadium track, San Francisco, on Sunday, 4th inst. As the race was the first important event of the season a large crowd was on hand to witness it.

The distance was 30 miles, and seven teams started, each rider doing five miles. The first relay went to T. Werner, of the New Century Wheelmen, Werner beating Clarke by a narrow margin. In the second relay, Goodwin, of the Garden City Wheelmen, finished first, and Patton of the Berkeley club, nosed out Glidden of the New Century for second place.

The New Century Wheelmen came to the front again in the third relay, but Wayne Walther, of the Garden City Wheelmen, delivered such a good pickup to "Goosie" Moore that the latter was enabled to break away from the bunch and give a lead of a quarter lap to B. Walters. The latter rode well and the last relay started with Sullivan, Garden City, an eighth of a mile over Bowen, New Century, the other teams having been lapped.

The final relay was the most exciting of the race. Bowen started like a scared rabbit and at the end of the fifth lap he was on even terms with Sullivan. He remained with him until one lap to go, with the crowd on its feet cheering, the New Century rider unwound a sprint that gave the race to his team by a trifle over a length. Spencer finished third for the Berkeley Wheelmen, and J. Santo, Alameda Wheelmen, was fifth. Martin finished sixth for the Golden City Wheelmen, and Cruden, Bay City, trailed across the tape last. Following is the way the riders finished the different relays:

First relay—T. Werner, New Century; E. Clark, Garden City; O. Brazabon, Berkeley; A. Polmacher, Golden City; T. Rizzo, Central City; F. Bruzzoni, Alameda; G. W. Webber, Bay City. Time, 15:54.

Second relay—R. Goodwin, Garden City; P. Patton, Berkeley; E. Glidden, New Century; W. Bennett, Central City; A. Damon, Golden City; H. Clark, Alameda; H. Wagner, Bay City. Time, 15:15.

Third relay—G. Donovan, New Century; W. Walther, Garden City; A. O'Brien, Berkeley; F. Glynn, Golden City; H. McKinley, Central City; E. Morrison, Alameda; G. McNally, Bay City. Time, 14:46.

Fourth relay—A. Moore, Garden City; G. Holmes, New Century; B. Bernard, Berkeley; E. Marshall, Alameda; P. Cooney, Central City; J. Doran, Golden City; F. Langan, Bay City. Time, 14:36.

Fifth relay—B. Walter, Garden City; G. Weggerman, New Century; C. Batty, Berkeley; B. Clark, Alameda; J. Lazarus, Central

City; J. McLaughlin, Golden City; H. Sattler, Bay City. Time, 14:46.

Sixth relay—W. Bowen, New Century; R. Sullivan, Garden City; W. Spencer, Berkeley; J. Santo, Alameda; T. Burns, Central City; J. Martin, Golden City; C. Cruden, Bay City. Time, 15:58.

Los Angeles Schedules a Road Race.

After a lapse of a number of years Los Angeles is to have what is described as "a regular old time bicycle road race" on May 30. The local factory in which the Appeal, Earth and other brands of bicycles are turned out, has asked Charles Fuller Gates, who managed a number of the previous road races, to promote an event of the sort and accordingly he has scheduled a 25 miles road race for amateurs, on Decoration Day.

The course will be from Los Angeles to the south edge of the city and then over oiled roads to San Pedro, the harbor town of Los Angeles, passing through the little city of Wilmington. The start will be made on Los Angeles street between Sixth and Seventh streets, which is wide asphalt with no car tracks. The four story brick building of the Appeal Mfg. & Jobbing Co. fronts on this block, as does the rear of the great Pacific electric depot and office building, the largest building in all the west. Being right at the Appeal factory the starters can be well cared for before the race and their trainers and helpers can follow the race on a San Pedro electric train.

About 10 years ago Mr. Gates conducted a similar race over this course, and at that time two steam railroad trains of spectators swamped the harbor town.

Fear of Sheriff Spoils a Match.

Because it is understood the promoters were afraid of having the box office receipts attached, a heralded three-cornered match between R. J. Walthour, Joe Fogler and Elmer J. Collins, which should have taken place at Atlanta, Ga., on Friday night of last week, did not materialize. Insufficient advertising made the winter season in Atlanta not as successful as it might have been and the closing meet had to be called off because of fear of the sheriff, although a large crowd gathered. Saturday, however, the race was run, after a fashion, but it was a pronounced fizzle, the large sum of \$55 being in the house. Lawson refused to pace, and Walthour and Collins had to go behind Turville in time trials. Walthour won.

Motorcycle Race on Salt Lake Roads.

A motorcycle road race, to be run over the Lagoon course, will be held in Salt Lake City this spring, according to advices from that city. George Carter, a Salt Lake dealer, and Iver Redman, are promoting the event. Although the date has not been definitely fixed, seven riders and Carter are said to have made entries. They are Raymond Boes, Harold Peck, Walter Cheesman, E. W. Hall, Glenwood Smith, W. T. McDonald and E. C. Carlson.

DISCORD DEVELOPS AT CLIFTON

Referee Valentine Resigns as a Result of Squabbles—Nevertheless, Opening is Planned for May 2.

Although it was presumed that everything within the organization that owns the Clifton Stadium was harmonious, and that the owners of the six lap saucer were in a fair way to make the investment pay dividends this summer, it was learned this week that things at Clifton are not as peaceful as appears on the surface.

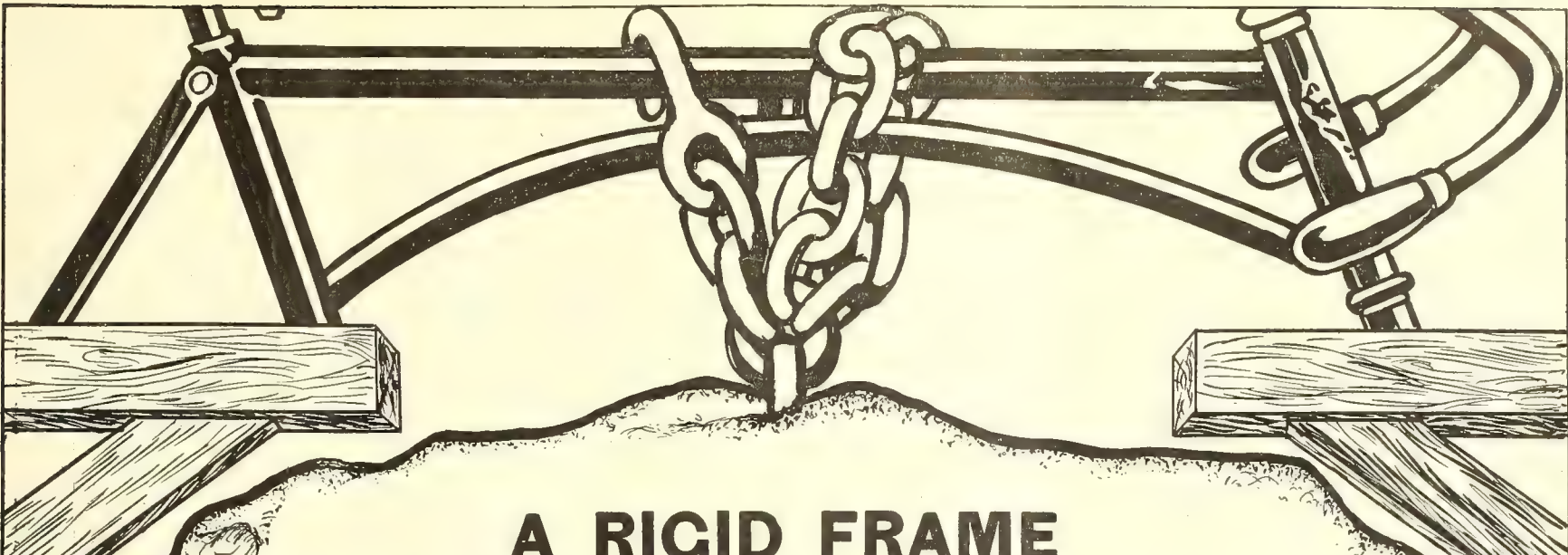
J. H. Valentine, who last season acted as referee and who was chosen to act in the same capacity this season, sent in his resignation Tuesday of this week, and it also was learned that the three men who comprise the Stadium Amusement Co. are beginning to "fight" among themselves.

The news of Valentine's resignation came as a great surprise, but when asked if it was so he admitted it, but did not seem disposed to talk about the matter. From others, however, it was learned that Valentine had purchased several season press badges to be worn by the reporters for \$10; one of the owners of the track thought they should have cost only \$3.

The members of the Clifton Amusement Co. are George Cannon, Albert McBrier and Clarence Finkle. The last named is to manage the track this season. The company bought the property last year from Prince & Eck and it is no secret that they paid more than it was worth, and this fact is what has caused one of the members of the company to want to shave expenses in every item. It is stated that he opposed paying a clerk of the course and starter and announcer, when other tracks pay these officials from \$5 to \$10 per meet. The continual squabbling that resulted over these small matters caused Valentine, whose identification with the track was only in the interest of sport, to tender his resignation.

Just how the track will fare without an experienced hand at the tiller will be interesting to determine. Neither Cannon, McBrier or Finkle, know very much about bicycle racing, a statement which Finkle made at the annual meeting of the National Cycling Association.

Despite the unsettled condition of affairs plans are being made to open the track on Sunday afternoon, May 2d. The program has not been announced, but the "piece de resistance" will be a three-cornered match race between Norman M. Anderson, the Danish champion; Charles Vanoni, the Italian crack, and Peter J. Drobach, the South Boston youngster who acquitted himself very creditably last season. The distance of the race will be 15 miles. The other events will probably consist of two amateur races and a professional motorcycle race in which Mitchel, Schultz and Ruden will be the contestants.



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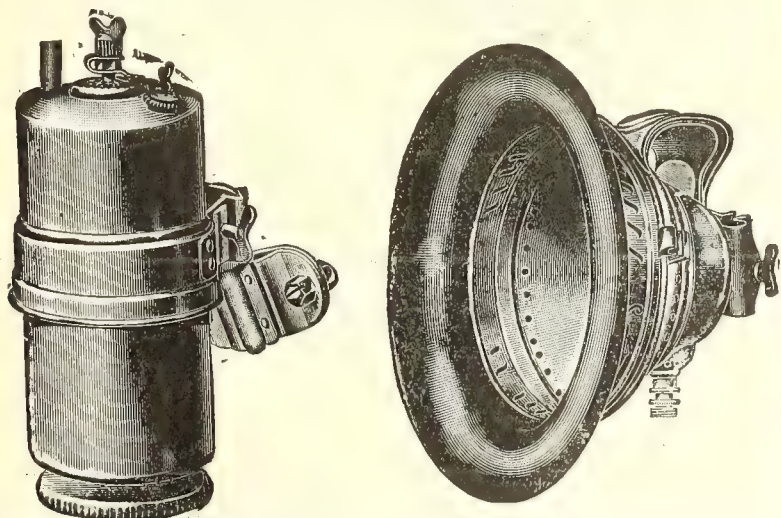
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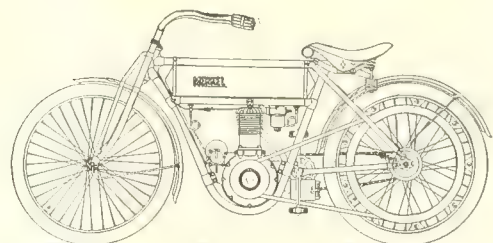


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ROW IN FOREIGN WORLD OF SPORT

Bader's Suspension by "Father" Knorr
Creating Trouble — Much Feeling
Against the German Magnate.

As the result of Bader's suspension by the Verband Deutscher Radrenbahnen for being "sassy" to "Father" Knorr, who besides being president of that organization has a large interest in the Steglitz track at Berlin, and one or two other velodromes, and who acts as general booking agent for other tracks, Germany is at the present time in the throes of a squabble that threatens to assume gigantic proportions and possibly disrupt the entire German organization.

As briefly has been related in the *Bicycling World*, Bader's suspension came about through a personal altercation he had with Knorr, who, it is stated, imagines that he is the entire show in Germany, and that every other track owner and rider must tremble every time he speaks.

To begin with, Knorr fought against the granting of a sanction for the recent six days race and it was in connection with this that the trouble between him and Bader started. According to well founded German advices Bader and Knorr had a personal row and called each other out of their names. Knorr was particularly abus-

ive and then suspended Bader before the start of the race.

The riders in Germany at the time took up Bader's case and every rider with the exception of A. J. Clarke, who was not competing in the race, signed an agreement to not ride upon Knorr's Steglitz track. Arthur Vanderstuyft was one of these riders, but according to *Les Sports*, of Paris, Knorr promised him unusually attractive terms and Vanderstuyft withdrew his signature from the boycott papers. James F. Moran also "renegged" when promised a motor paced match with Vanderstuyft, but the other riders remained firm.

As the result, Knorr suspended Theile, Kudela, Arend, Peter, Stellbrink and Stabe for three months, from April 1st to June 30th, inclusive, these six riders being registered with the Verband, of which Knorr is president. Thaddeus Robl, who was instrumental in circulating the paper, has been refused a renewal of his license, so that he practically is laid upon the shelf for the entire season. Not content with suspending these riders the Verband Deutscher Radrenbahnen will, it is stated, make an attempt to have all the other riders who signed the paper suspended by the governing bodies in other countries. Floyd Macfarland is, of course, among them.

With the exception of one Paris paper which is said to be largely subsidized by track owners the continental journals are largely in favor of Bader and the other

riders. *Rad Welt*, the influential Berlin daily, has investigated the case thoroughly and in a strong editorial headed "A Battle for the Right," takes the side of the riders and states that "Father" Knorr's domineering methods have progressed so far that it is time to call a halt. *Les Sports*, of Paris, is another journal which states that Knorr was very much in the wrong and that he has precipitated an avalanche of public criticism which may hurt him considerably. The Spandau management has offered to donate its track for an immense meet for the benefit of the suspended riders and to provide funds to fight the case. Where the rumpus will end there is no telling.

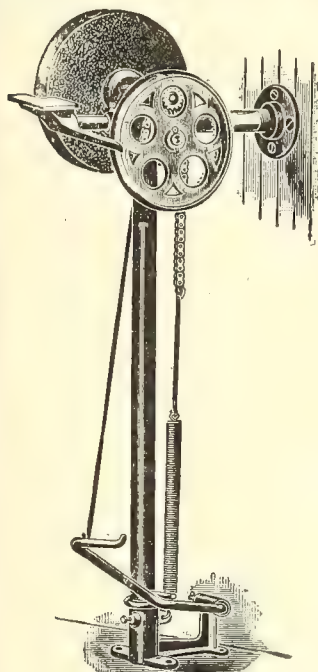
Planning a Club House and Track.

The Minneapolis Motorcycle Club certainly is "going some." It has in hand projects for the building of both a club house and a saucer track. The organization is in process of incorporation and so soon as this is completed it is expected the twin enterprises will assume more definite form.

Victor Dupre Going "Great Guns."

Victor Dupre certainly is going great guns. At the opening of the Parc des Sports at Lyon, France, on April 4th, he was matched against Emil Friol and Pouchois in a three heat match. Dupre triumphed in all three heats, Friol finishing second in the first and third heats.

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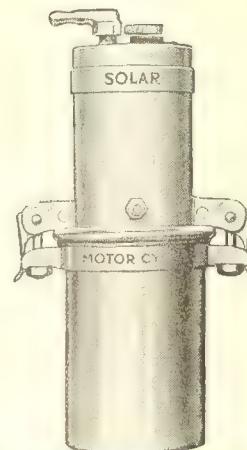
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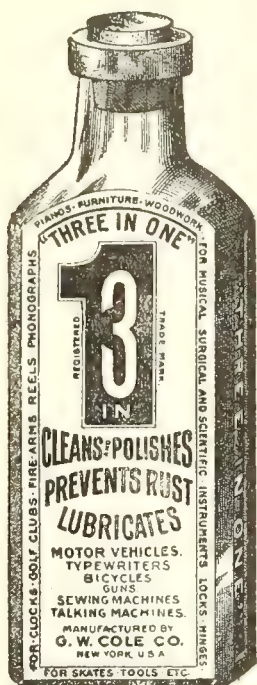
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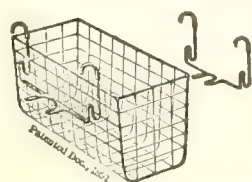


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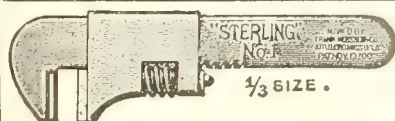


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RECENT PATENTS.

907,273. Pneumatic Tire Plugging Thimble. Frederick M. Neal, Bridgeport, Conn. Filed Sept. 23, 1907. Serial No. 394,012.

1. The combination with a rubber plug adapted to close the puncture in a pneumatic tire, of a hollow tapered thimble adapted to be temporarily placed on the plug to form an entering guide therefor, means provided on said thimble for the purpose of seating the plug or withdrawing the thimble after the plug is seated, for the purpose set forth.

907,358. Stand and Carrier for Motorcycles and Bicycles. Fred C. Hoffer, Los Angeles, and Jacob A. Saikow, Santa Monica, Cal., assignors, by direct and mesne assignments, to Excelsior Supply Company, Chicago, Ill., a Corporation. Filed Nov. 25, 1907. Serial No. 403,818.

1. A stand for bicycles comprising a U-shaped bail having the lower portion of its legs perforated and adapted to be thereby secured to the rear fork of a bicycle, the free end of each leg being bent outwardly, a bail like support pivotally secured at its free ends to said legs above the point of attachment with said fork, the bend of the support being adapted to rest upon the ground and support the rear wheel above the ground, the sides of the support being adapted to engage with said outwardly bent ends and be thereby prevented from excessive forward movement, and a catch near the upper end of the inverted bail for holding the support elevated, the upper end of said bail being provided with a seat.

907,743. Velocipede. Carl C. Cleverdon, Grand Rapids, Mich., assignor to The Sheffield Car Company, Three Rivers, Mich. Filed June 15, 1908. Serial No. 438,642.

1. The combination with the wheels, of axles; a running gear frame comprising front and rear axle tubes; a plurality of horizontally arranged connecting bars for said axle tubes whereby they are rigidly connected, one of said bars being centrally arranged; a sprocket wheel and cranks mounted on said central bar; a sprocket wheel for the rear axle; a connecting chain for said sprockets; a seat support comprising front and rear frames pivotally mounted on said axle tubes; a diagonal brace bar pivotally connected to the front axle tube; a cross bar pivoted on said brace bar; and means for detachably connecting the rear ends of said brace and cross bars to the rear frame and the forward end of said cross bar to the front frame.

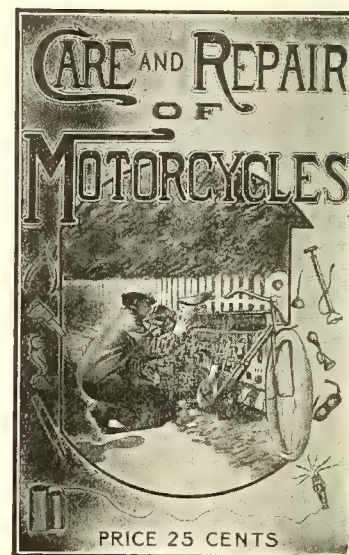
908,177. Handle Bar Stem. Frederick L. Watters, Shelby, Ohio. Filed Aug. 17, 1908. Serial No. 448,991.

1. In a bicycle or the like, a jointed handle bar stem, one member of said stem being adapted to be secured to the steering post of the bicycle, the other to bear the handle bar, said first member having a substantially cylindrical head formed with serrations on its cylindrical face, and said second member having complementary serrations adapted to register with those on said head in various angular positions of said second member.

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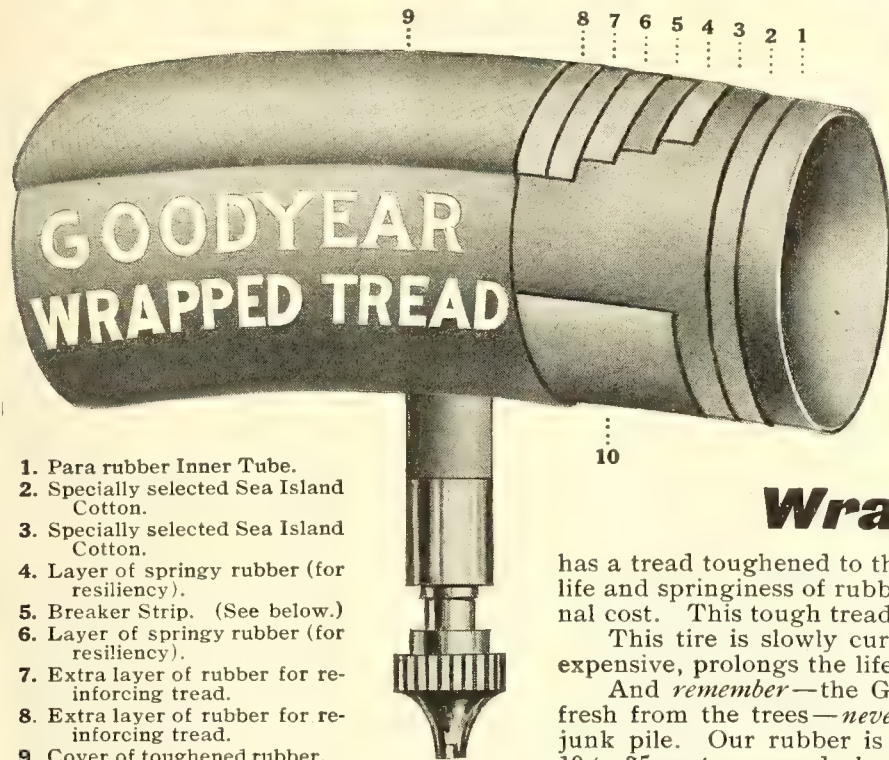
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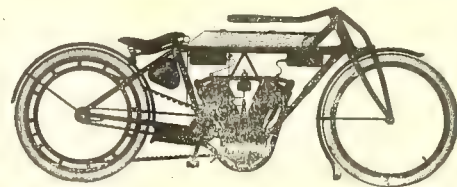
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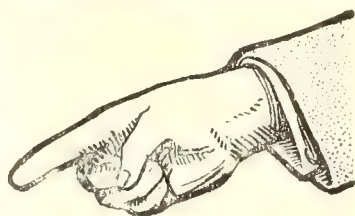
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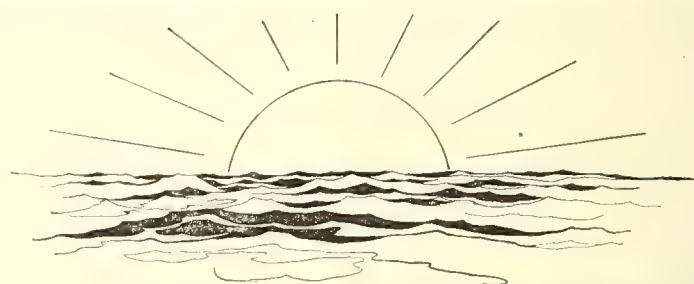
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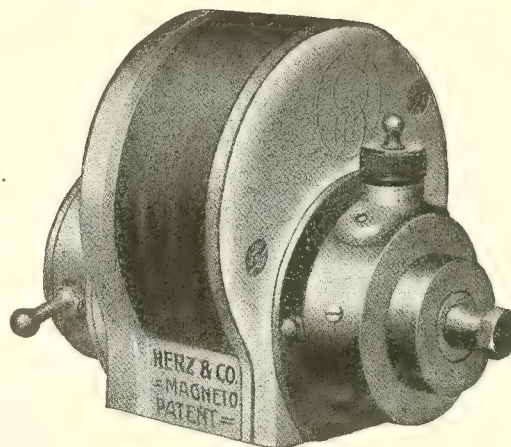
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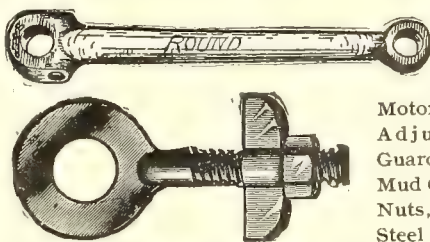
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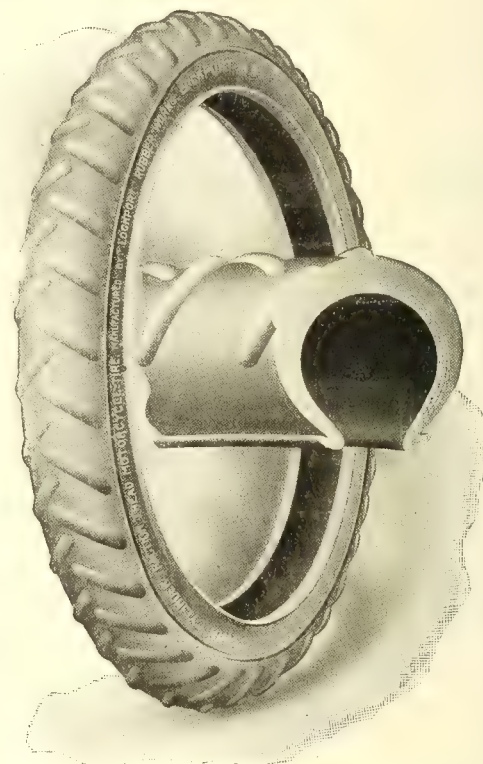
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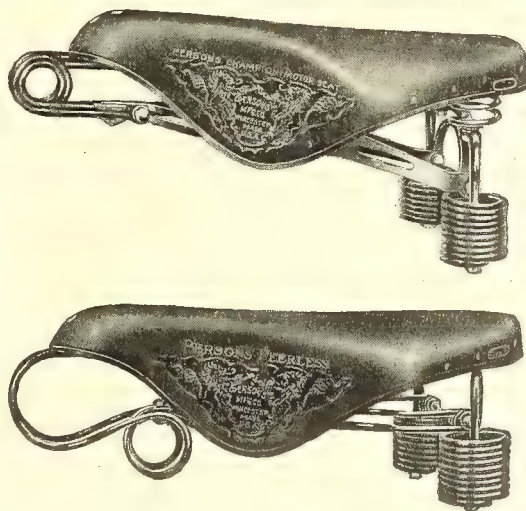
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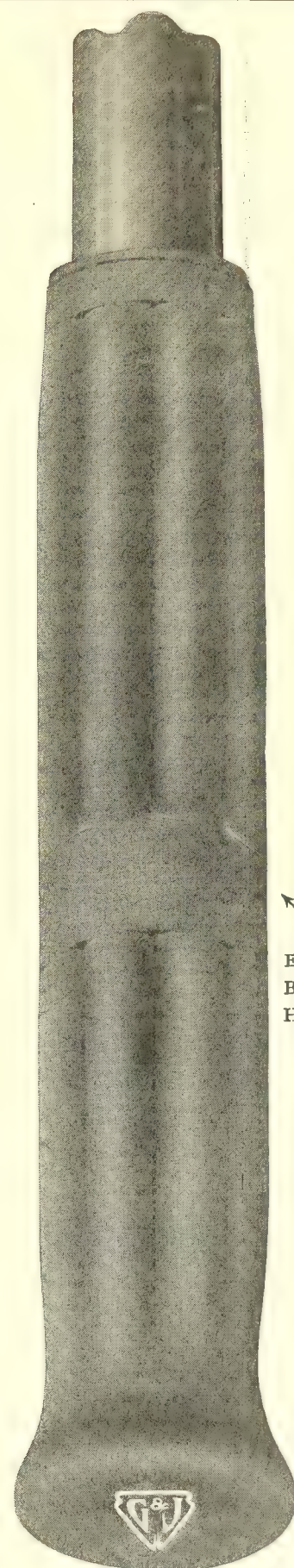
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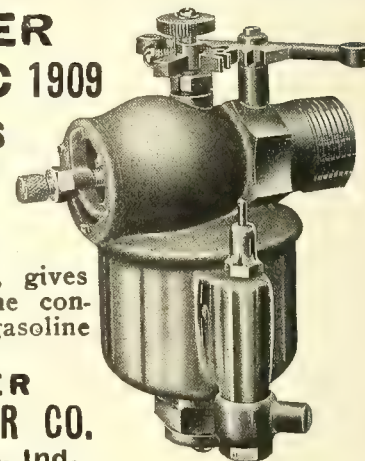
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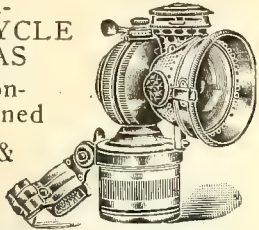
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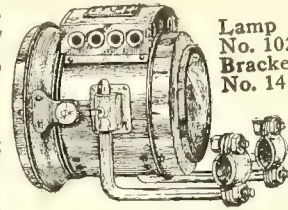
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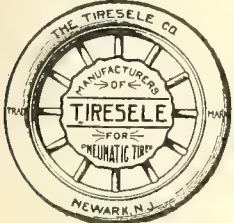
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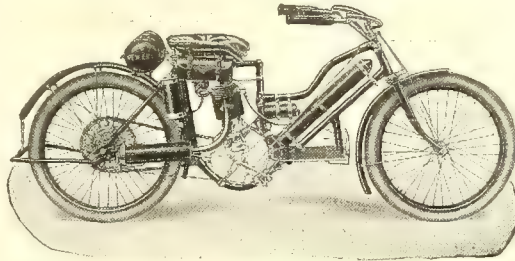
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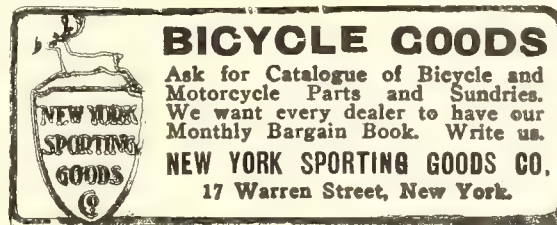
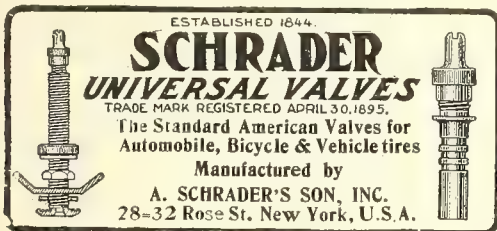
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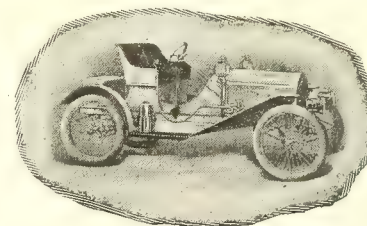
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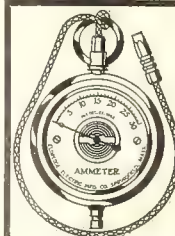
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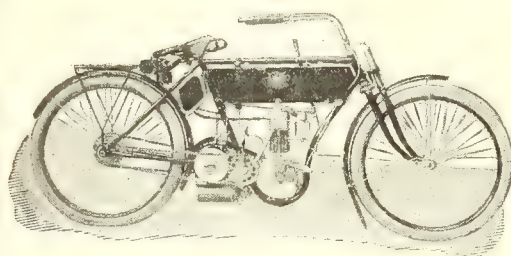
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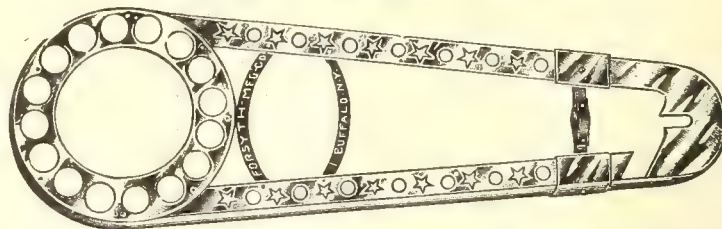


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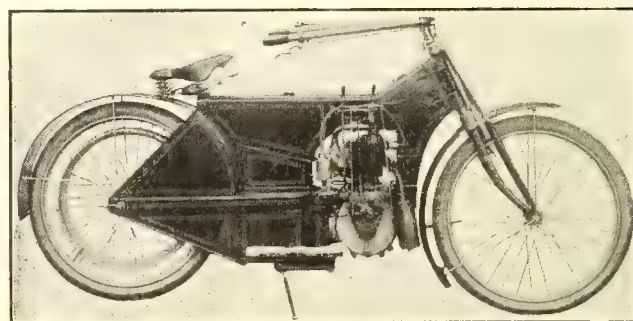
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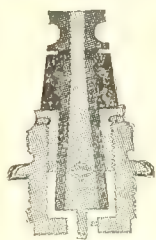
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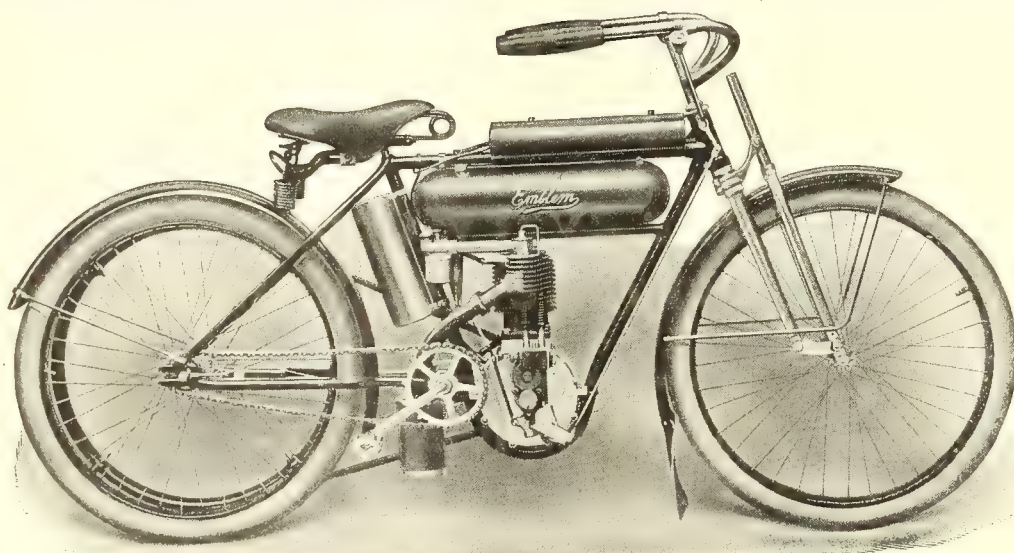
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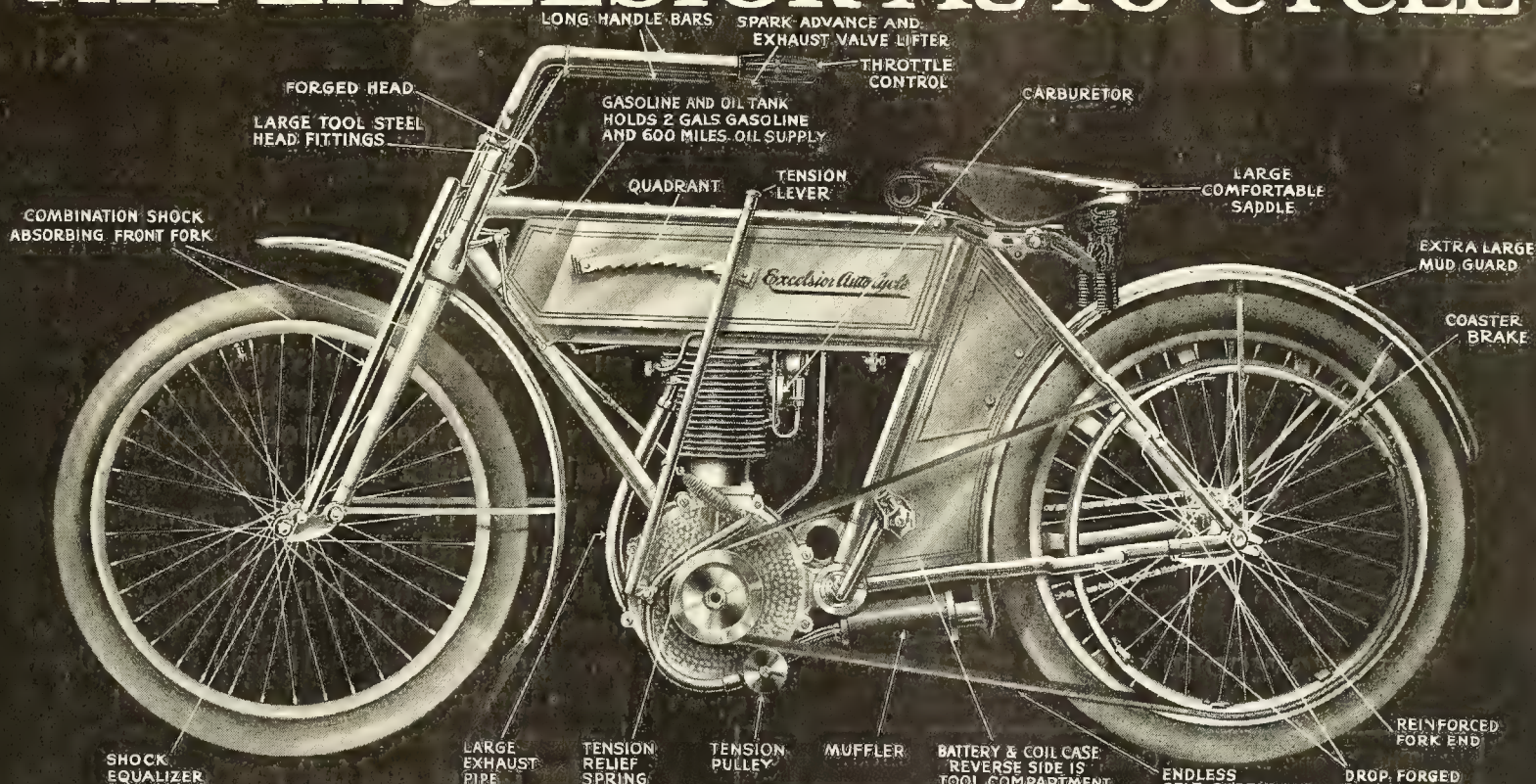
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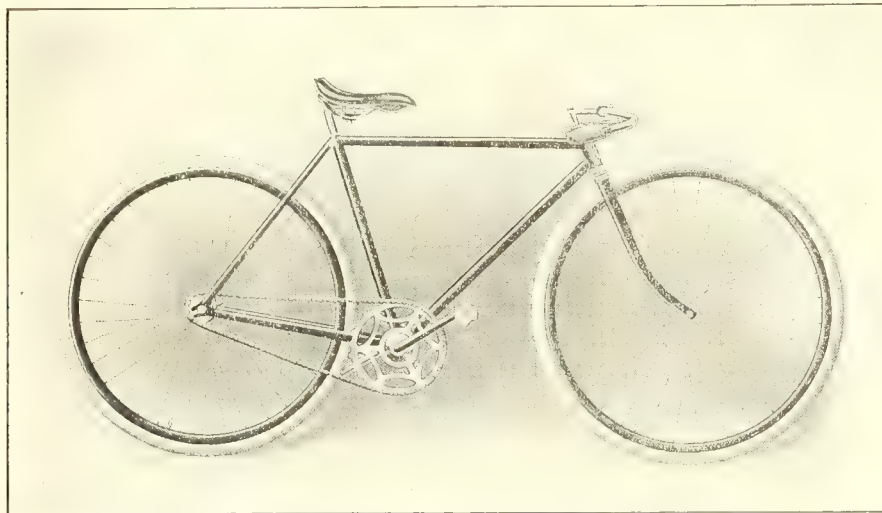
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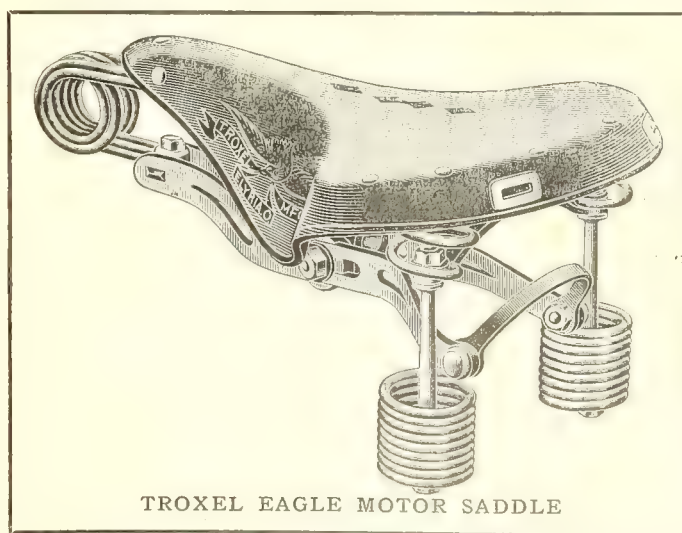
The Sterling line is a *money-making* line and includes several models, one a double bar machine. It is now catalogued and sold by us direct as one of our regular lines. If you are looking for a stanch, thoroughly up-to-date bicycle to complete your line, write us for prices and full particulars. The dealer will find them of the greatest interest.

THE POPE MANUFACTURING CO., Hartford, Conn.

There is quality sticking out all over "TROXEL SADDLES"

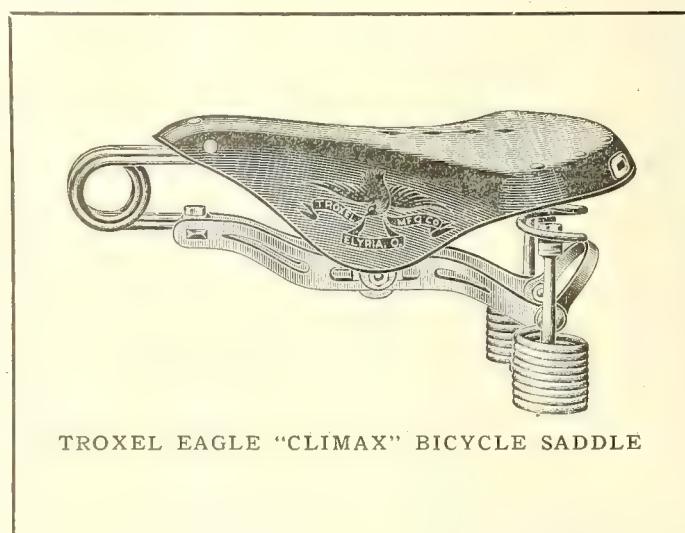
Composed of nothing but GOOD POINTS

Why is there so many Troxel Saddles used ?



TROXEL EAGLE MOTOR SADDLE

**Sales
Tell
The
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TROXEL EAGLE "CLIMAX" BICYCLE SADDLE

Wood Base Padded Saddles, Suspension Saddles, a saddle for every purse, all of the superior kind

Write for Catalog and Guarantee to

THE TROXEL MANUFACTURING CO., Elyria, Ohio, U.S.A.

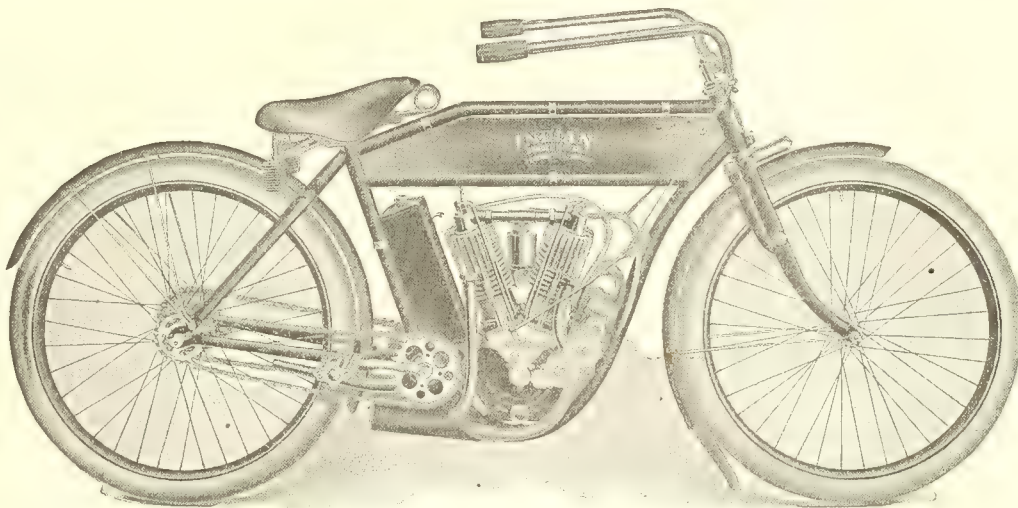
100 MILES IN LESS THAN MINUTES!

BY
THE INDIAN

Actual Time, 97 minutes 59 seconds. Los Angeles, April 18th.

Is That Good Enough?

**Send for
Catalogue
B**

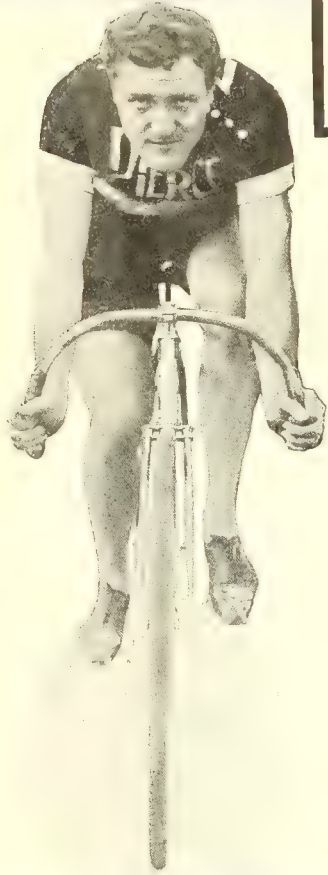


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While speed is an attribute of the Pierce, we brag more of the endurance of our bicycles. A Pierce

Discriminating riders use the Pierce and up-to-date dealers have the agency. We also make the PIERCE VIBRATIONLESS MOTORCYCLE. Ask for catalog.

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FRANK L. KRAMER.

SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)

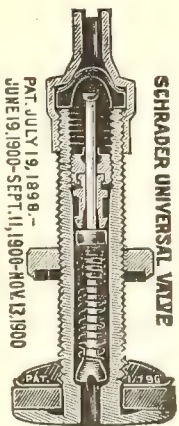
NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



SIMPLE AND ABSOLUTELY AIRTIGHT.

Manufactured by

A. SCHRADER'S SON, Inc.

Established 1844.

28-32 Rose Street
NEW YORK, U. S. A.



There Always is "Something Doing"

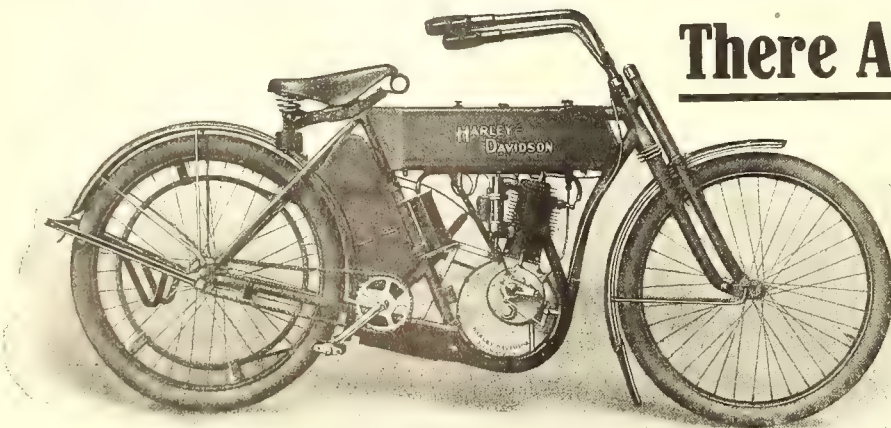
when an

Aggressive Agent
and the

HARLEY-DAVIDSON

"keep company." It is easy for such an agent to show how the Harley-Davidson set the fashion for America and created a host of copyists. But the wise buyer is quick to see that no imitation can be the equal of the real thing.

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.

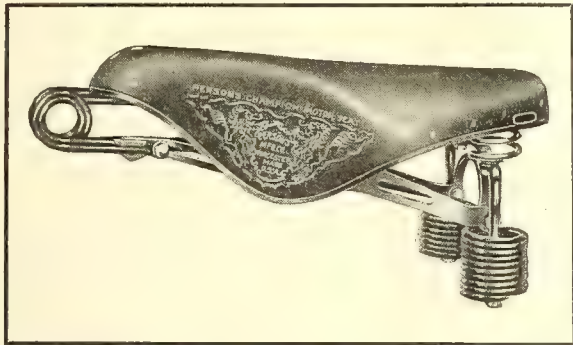


There is No Dealer Who Cannot Increase

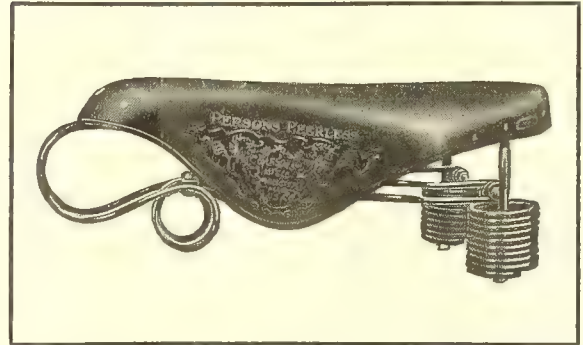
the number of his friends and the amount of his profits during this season of

— SPRING REFITTING —

by applying new



PERSONS SADDLES



to the old machines which are brought to them for repairs or "general overhauling."

If they already are fitted with Persons Saddles they hardly will require new ones but every other bicycle or motorcycle is "fair game" for the dealer.

IT IS EASY TO SELL A PERSONS.

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PERSONS MANUFACTURING CO., Worcester, Mass.

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

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STANDARD RUBBER PEDALS

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SAGER TOE CLIPS

CYCLE AND MOTORCYCLE TYPES

—
BREECH-BLOCK SPARK PLUGS

ALL are necessities; all
all are ready sellers
and in continued demand.
All are top-notchers. No
stock is complete without
them.

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QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

The Musselman Automatic Coaster and Brake



"A child can put it together."

The brake without the Side-arm

STRONG
SMALL
SIMPLE
LIGHT
POSITIVE
SENSITIVE

The brake without the Lock-washer



"Weighs only 25 ounces."

MADE ONLY BY

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

LICENSED COASTER BRAKE MANUFACTURERS.

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Has Started

WE ARE CREATING THE DEMAND for our agents, and they receive all the benefit, for we advertise for them and to help them. You can have your full share by taking an agency. Write for particulars and we will also send you copies of the Hudson Magazine "ads" showing what we do to help our agents.

The Miami Cycle & Mfg. Co. MIDDLETOWN OHIO

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NEW YORK SPORTING GOODS CO., New York, N. Y.

Hudson

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, April 24, 1909.

No. 5

CALL FOR A RELIABLE TRICYCLE

Florida Offers a Market for a Good Three Wheeler—Daytona Dealer Reports an Unsatisfied Demand.

That there is a real, if not a heavy demand for tricycles—and one which cannot be supplied—in many parts of America is not to be denied, and more than once it has been voiced; but one place in which this want is particularly felt is Florida, according to a New Yorker who just has returned from a visit to that State.

"While in Daytona I had a long talk with Graham Thompson, the agent for the Pope Mfg. Co., at that place," he said, "and Thompson deplored the fact that there is not a reliable tricycle to be had in the American market. He told me he could have sold 40 machines this season had he been able to get them, and could have rented even a larger number.

"The reason of the demand in Florida for a three-wheeled cycle is easy to understand. In Daytona and the surrounding country, the coquina-shelled roads are as smooth as asphalt, and far more lively, and riding a bicycle over them is one of the joys of life. Nearly every one able to do so rides bicycles, but there are many elderly and well to do people who spend the winter months in Florida who feel the need of exercise such as can be obtained only by pushing pedals, but who never have learned to ride a bicycle or who are afraid to trust themselves upon the two-wheeled machine. A tricycle naturally is the vehicle they look for, but apparently it is the very one which cannot be obtained either through hire or purchase.

"Thompson also complained because manufacturers do not seem to realize that his rush season is the "off" season in other places," continued the returned New Yorker. "All his selling business is done during

the early winter months, but he says it has been difficult for him to get new models before the latter part of February, by which time the Florida season is nearly over."

Philadelphia Tradesmen Organized.

The Philadelphia motorcycle tradesmen completed the formation of their projected organization on Monday evening last, 19th inst., at a meeting held in the rooms of the Philadelphia Motorcycle Club. They chose the name Philadelphia Motorcycle Trade Association and elected the following officers: Charles E. Bradley, president; Alex. Klein, vice-president; Charles Krauss, secretary; C. D. Feiler, assistant secretary; George Reinbold, treasurer. A press committee also was selected, as follows: C. V. Stahl, chairman; John Daniels, L. J. Spinger, W. G. Rhoads and Edward Parris. The association will aim not merely to protect the trade interests of its members, but to promote runs and race meets and other events designed to stimulate motorcycling affairs.

New York Company Adds Motorcycles.

The Brown-Dewey Co., who have been handling automobile and motor boat supplies at 1697 Broadway, New York City, have "taken on" motorcycles and will handle them in a large way, the organization of a special motorcycle department being under way. The company has secured the territorial agency for the Greyhound, W. C. Overman, of the Auto-Bi Co. having closed the deal early this week. The Brown-Dewey people will represent the Greyhound in all of the territory adjacent to New York, their control extending as far north as Poughkeepsie and into New Jersey as far as Trenton.

New Members in Jobbers' Association.

The Kansas City Bicycle Supply Co., Kansas City, Mo., and the Paxton & Gallagher Co., of Omaha, Neb., have been admitted to membership in the National Association of Bicycle Jobbers.

ADMITTED TO M. M. A. MEMBERSHIP

N. S. U. Enrolled and F. N. Elected at the Buffalo Meeting—Proceedings Develop Nothing of Importance.

The regular quarterly meeting of the Motorcycle Manufacturers Association in Hotel Statler, Buffalo, N. Y., on Wednesday last, 21st inst., did not develop anything of importance; the attendance also was lighter than usually is the case and some of those present stated that the press of business at their respective factories was so strong that their attendance was in the nature of a sacrifice.

President Hendee reported the receipt of \$1,747 from the Association of Licensed Automobile Manufacturers as the Motorcycle Manufacturers' share of the rebate from the Madison Square Garden show in New York. The check was passed to the treasurer and a vote of thanks tendered the A. L. A. M. for the rebate and other courtesies extended. The rebate from the Boston show, to which the association is entitled, in accordance with agreements made, has not yet been received.

The credentials of the parent N. S. U. Motor Co. were presented and its name ordered placed on the roll; it will be represented by the N. S. U. Motor Co. of New York. The Fabrique Nationale, manufacturers of the F. N., also applied for and was elected to membership; its representative will be the Ovington Motor Co., of New York, which of itself sought membership several months ago, but as it was an importer and not a manufacturer, its membership could not be considered.

A young man from New York who calls himself a "bureau," and who had a publicity scheme to unfurl, had journeyed to Buffalo and sought an audience, which was accorded him. He unfurled his scheme at some length and was listened to attentively.

ly, but after mature consideration his proposals were laid on the table.

Those in attendance were George M. Hendee, Percy Pierce, G. H. Curtiss, E. S. Fretz, W. T. Marsh, and W. C. Chadeayne, J. W. Van Allen and J. H. Hengerer, the three last mentioned representing the Auto-Bi Co. For quorum purposes, R. D. Webster, of the Eclipse Machine Co., served as proxy for the Reliance Motor Co. In addition to Webster, D. L. Spraker, of the Kokomo Rubber Co., was present in the hotel, and after adjournment, the entire party was entertained at luncheon by the Auto-Bi representatives, who later conveyed their guests to Niagara Falls to view the ice jam.

Incorporates to Produce Specialties.

Fredson E. Bowers, who was a large stockholder in the Gilbert Mfg. Co., New Haven, Conn., has acquired that part of the business which dealt with leather and waterproofed specialties for motorcyclists and automobilists and incorporated it under the old title with \$12,000 capital. In addition to Mr. Bowers, Everett B. Spalding and Louise F. Myers are named as incorporators. It is Mr. Bowers's intention henceforth to devote more attention to motorcyclists, a number of new specialties for their use being under way; he is the inventor of an automobile carburetter also which it is his purpose to adapt for motorcycle use. Some of the published notices of the incorporation of the Gilbert Mfg. Co. stated that its purpose was the manufacture of motorcycles, but while its charter permits of it, it is not the company's intention to do anything of the sort.

Gliesman Gets a Windproof Lighter.

H. A. Gliesman, proprietor of the Tiger Cycle Works Co., New York, has secured the representation for a windproof lamp lighter or cigar lighter which looks to be an uncommonly good thing and which he has been selling like hot cakes. It is of vest pocket size—about 4 inches long and not much larger otherwise than a large lead pencil. It is provided with a fuse containing 50 lights, each charge being ignited when forced upward by a small slide and burning long enough to light a lamp or a couple of cigars and no wind is strong enough to "douse the glim." Unlike other lighters of the sort it contains no wick, flint, fluid or platinum, and is simplicity itself. It retails for 25 cents, which price includes two fuses or rolls of 50 lights each. Additional rolls cost but 2½ cents each.

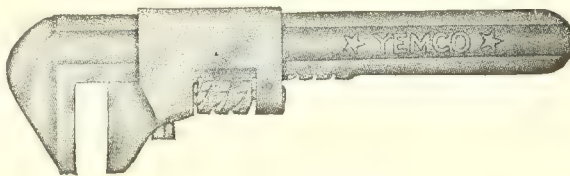
Queer Mix-up Over a Rented Bicycle.

Morris Koorse, a New York bicycle dealer, put up a novel plea, but one which Magistrate Dooley did not consider a good one, when arraigned in the Manhattan avenue police court on a petit larceny charge Wednesday morning last. Koorse, according to his own story, rented a bicycle on or about Washington's birthday to James Zosuly, 16 years old, a schoolboy, living at

293 Division avenue, Brooklyn. The boy, Koorse said, paid him 40 cents for two hours' hire and never showed up with the machine again. Tuesday night Koorse saw Zosuly riding a bicycle and ran into the street and forced the boy to give up possession of the machine. In court he admitted that it was not the one hired by Zosuly in February, but, he said to the court, "Bicycles is bicycles." Zosuly was the complainant against the bicycle dealer, who was paroled for examination later.

New Form of Quick Acting Wrench.

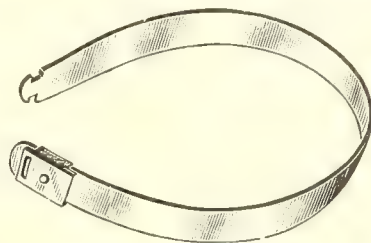
Quick-acting wrenches are not only valuable in the actual amount of time they save, but in the way they save it and the fact that they make matters of alteration



and repair simple and convenient, a truth which will draw quick notice to the Yemco wrench, which is here illustrated, and which is a new candidate in this class of quick acting tools. It is provided with a movable jaw which slips in either direction when a controlling button is pressed, the screw being of such a pitch that it revolves without manipulation. When the button is released, the screw is locked and the jaw is firm. It is made by the York Electric and Machine Co., of York, Pa., but is being marketed by the Smith & Hemenway Co., 108 Duane street, New York City. As shown by the illustration the wrench is not "freakish," and is like the ordinary type except for the free movement of the jaw when released by pressure on the button.

Simple Means for Preventing Cycle Theft.

The Vim Cycle & Hardware Co., Buffalo, N. Y., has obtained control of the National combined bicycle lock and trouser guard, which is shown by the accompanying illustration, and which is an uncommonly



useful little sundry and one that should have a ready sale at the low price at which it is offered. The guard here illustrated includes the snap lock as shown; its mate comprises the only key that will unlock it. When dismounting, the rider simply slips the guard around one crank and chain stay which locks the cranks in such a position that they cannot be rotated or the machine be ridden. To unlock it, the slotted end of the other guard is merely pressed into the lock. The guards are made of clock spring steel tempered in oil and

are highly finished. They retail for 25 cents per pair.

Small Causes of Large Noises.

It sometimes happens that an engine which has been running comparatively quiet, will suddenly and without apparent cause, set up a noise, which suggests overheating, preignition and other unpleasant things, but which like as not may be traced to the holding-down bolt on the cylinder. If this becomes loose, it follows that at each explosion there is a tendency for the cylinder to be forced off its seating and the resulting metallic click is not always as easy to locate as it is to remedy. A chain that is riding a sprocket is another thing that can cause such an awful clatter as to suggest that the machine is about to fall apart.

What May Weaken Magneto Ignition.

To obtain the best results with a magneto, the points of not only the contact breaker, but of the spark plug, should be kept much closer together than is the case with battery ignition. When the engine misfires or lacks power these two factors should be examined. Not all makers of spark plugs are agreed on the subject, but in actual practice it has been found that the intensely hot spark generated by the magneto actually consumes the points of some plugs and the wide gap that results frequently so weakens the spark that misfiring or loss of power ensues.

About Repairing Cracked Cylinders.

Cylinders with cracks are sometimes brazed, but, owing to it being necessary to heat the whole cylinder to a good red heat to even up the contraction strains, so as not to crack when cooling, the bore of the cylinder is generally warped; the job also requires a lot of finishing as the spelter and flux spread considerably and are hard to remove.

National Sales in a New Location.

The National Sales Corporation, which handles the Red Head sparks, Peugeot motors and chains and Pirelli tires, has removed from 396 Broadway to 232 West Fifty-eighth street, New York. The latter is a three-story building, 20 by 100 feet, and will afford much needed room.

To Facilitate Replacement of Chains.

In replacing chains, the operation will be facilitated if the ends are brought together on top of the sprocket. This forms a table or support and by taking up the slack in the chain, renders the insertion of the connecting link easier than if it were attempted between sprockets.

Importance of Watertight Batteries.

It is very important that the battery box be water tight. Batteries are very often short circuited by water, when the machine is out in the rain.

BURDEN IMPOSED BY WEIGHT

Extra Duty Imposed upon the Motorcycle by Overloading It—How It Affects the Cost of Upkeep.

Reduction of freight is a bugbear with which the motorcycle designer constantly is struggling in an effort to reduce the cost of production and upkeep expense, but always without affecting the efficiency or structural strength of the machine. How well he has succeeded is evidenced by the current models.

While each succeeding year has seen a trend toward increase in weight, in response to the demand for more power and increased comfort, the output from a given size of engine has likewise grown larger, so that the ratio of power to weight is higher than in former models.

But that these efforts of the drafting room for the attainment of high efficiency with minimum weight subsequently are often defeated or minimized, rarely if ever occurs to the men responsible for defeating them—the purchasers—who load their machines with a generous accumulation of tools and accessories, and without thought of the effects.

Increased consumption of fuel, decrease of speed, and reduction of tire mileage are other penalties, all of which imply an increased cost of operation and upkeep, are the direct results. In the same category is the rider who affixes a sidecar or a tandem attachment and makes a practice of carrying around a 100 or 150 pounds passenger, expecting his engine to carry the double burden at the same speed and on the same amount of fuel, and with no more care or tire trouble or after effects than when subjected to the load for which it was designed.

Manufacturers generally provide a large factor of safety in their machines, so that weight is taken care of, but nevertheless it has an effect on the speed of the machine and life of the tires, chains, and bearings, as well as contributing to the cost of upkeep.

Some riders have a predilection for saddling their machines with a complete outfit of all the sundries available, while others, either for economic or other reasons, disdain to purchase even a cyclometer, which is so necessary to insure regular oiling, or a horn, which the law requires. While there are exceptions to all cases, as a general thing a rider chooses his accessories according to the size and price of the machine for which they are intended.

In other words if the machine is, say a single cylinder of 3 horsepower, selling at \$200, the extras are apt to be of moderate cost, while if an expensive high powered twin is selected, the equipment naturally will be of a more costly kind. The weight of these accessories seldom occur to the

user, but what the weight is of a typical equipment for, say, machines of less than 3 horsepower, is shown by these actual scale weights of each accessory:

	Lbs.	Oz.
Horn	1	0
Lamp	1	12
Stand	3	0
Luggage carrier	2	4
Rough Rider grips	1	0
Toe clips	0	4
Cyclometer	0	1
Spare inner tube	1	6
Tool bag and contents	5	0
Total	15	11

This table shows that the addition of a comparatively meagre outfit will increase the total weight about 10 per cent.

As all riders' ideas are not alike in respect to equipment, it follows that some machines in the 3 horsepower class will be more elaborately equipped than others, but the average outfit will be found to be pretty much of the sort specified.

If the rider can afford a larger machine, say one of 4 or 5 horsepower, his ideas probably will be reflected in an outfit similar to the following:

	Lbs.	Oz.
Horn	1	4
Rough Rider grips	1	0
Pair spare pedal pins	0	12
Large pump	0	12
Tool bag and contents	7	0
Luggage carrier	3	5
Stand	3	4
Toe clips	0	4
Cyclometer	0	1
Speedometer	3	0
Lamp and generator	4	8
Spare inner tube	2	0
Total	27	2

While the various articles in this list are with a few exceptions of the same kind as those in the first table, the weight has increased 69 per cent. This is due to the addition of a few extra accessories, and also to the fact that articles of a like nature but the product of different makers, vary considerably in weight.

Where expense is no object, there are still a few more devices which will aid materially in increasing the burden of the engine. Some of the conveniences not heretofore mentioned are:

	Lbs.	Oz.
Two speed gear	18	0
Auxiliary tank	3	8
Chain Idler	1	0
Tandem Attachment	15	0
Exhaust horn	2	0
Cooling fan and guard	2	12
Total	42	4

While in numbers this additional equipment is smaller than either of the previously specified lots, the weight has increased more rapidly owing to the nature of the parts. Added to the second outfit of 27 pounds, this selection brings the total weight to 69 pounds, an increase of 64 per cent. While it is rare to see a machine equipped with 69 pounds of accessories, the possibilities are apparent; it is not uncommon, however, to find machines carrying an outfit of half that weight, and what it

means is shown by a rider who rolls up a mileage of say 10,000 miles.

The power required to carry 34 pounds a distance of 10,000 miles, would be equivalent to hauling a 170 pound rider 2,000 miles. In other words the same amount of power is required to transport 34 pounds 10 miles, as to carry a 170 pounds rider 2 miles. The cost of oil, fuel, tires and upkeep necessary to accomplish this work is no small item, and strikingly illustrates how increased weight and cost of upkeep go hand in hand. When a tandem seat or a side car or fore car is used the weight of the additional attachment and of the passenger is not far from 300 pounds, and on the mileage basis reaches impressive figures.

The attachment of such carriers means a reduction in gearing, and a consequent decrease in speed ability. In addition, an increased strain is put on the entire machine, the extra load tends to overheat the engine, which must be oiled more frequently; more fuel must be used in order to carry the increased load, and wear on tires is correspondingly greater. All these things must be taken into consideration in the use of such an attachment.

With a tank capacity of two gallons of gasoline, and a half gallon of oil, an additional 18 pounds are added. Of course it may be said that as this item is constantly decreasing with the distance traveled, it should be eliminated from the computation and while this is true, on the other hand it is being constantly replenished, so that it is practically a fixed quantity.

Inasmuch as magnetos are now considered as standard equipment, they are not included in the accessories.

The locality where the machine is to be used, the amount of usage it will receive, and the value of each individual device to the rider from a standpoint of upkeep expense or compliance with legal statutes, are the chief factors in determining the selection of an equipment of accessories.

Cause of Erratic Magneto Action.

Erratic running of a magneto-fired engine occasionally may be traced to the sticking of the carbon brush—which really is a pencil and not a brush—in its sleeve. This serves to prevent proper contact of the carbon with the contact breaker. Weakness or breakage of the spiral spring which gives movement to the carbon pencil also may cause trouble, but it is not often that anything of the sort occurs.

For Fair Testing of Battery Cells.

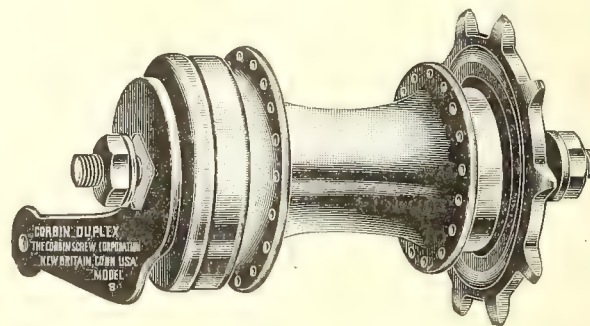
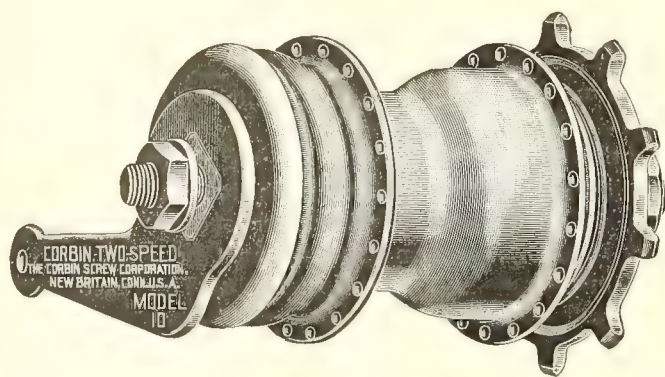
Fresh cells should be added to an old set before having tested each of the old cells by means of an ammeter. One weak cell will weaken the strength of the others.

The Standard of Candlepower.

The scientific standard of one candlepower is the light of a sperm candle, weighing six to a pound, which burns 120 grains of wax per hour.

ANY COASTER BRAKE Is Better Than None at All

but



THE CORBIN Is the Best of All

Why should anyone be content with other than the best when he can obtain it merely by specifying it? All manufacturers and jobbers will supply it. They know that anything bearing the name Corbin is all right.

CORBIN SCREW CORPORATION

New Britain, Conn., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, APRIL 24, 1909.

The Annual Spring Number of the Bicycling World and Motorcycle Review will make its appearance on Saturday next, May 1st. Its 100 pages will be filled with a wealth of reading matter and illustration that cannot but prove of interest and value to any person interested or likely to be interested in cycling or motorcycling. It will be an issue that will stimulate interest wherever it goes and one that will be preserved for reference. A copy will be mailed to any address at the regular price, 10 cents.

The Manufacturers' Midsummer Meeting.

Although the F. A. M. national meet has not yet been formally awarded to Indianapolis, as there is no opposition to the selection of that city, it is certain that the event will occur there during the month of July next and in all probability the Motorcycle Manufacturers Association also will hold a business session there during the same week.

The latter likelihood has given rise to the suggestion that the Cycle Manufacturers Association, the Cycle Parts and Accessories Association, and the National Association of Bicycle Jobbers cannot do better than hold their midsummer meetings also in the Indiana metropolis, which is a suggestion to good to be permitted to go to waste and which merits the serious consideration of all concerned.

The date is in accord with the previous annual meetings of the several trade organizations, comparatively few members of which now are without interest in motorcycles or their accessories. Indianapolis and its surroundings possess attractions and the festivities that will mark the F. A. M. function will greatly increase the attraction and provide a program of entertainment in which it were worth while to participate or to witness. The opening of the immense motordrome now in course of construction and which will play a large part in the motorcyclists' affairs, will of itself be worth going far to see.

We believe that at least one of the trade organizations at its meeting last year voted to hold its next session at an Ohio resort, but a mail vote very easily can be taken to secure a reconsideration in favor of Indianapolis, and it is hoped that steps in that direction will be taken. It is understood that the Indianapolis cycle tradesmen, most of whom are actively concerned with the F. A. M. meet, are anxious to welcome their fellows, and there seems every reason why they should be given the opportunity to do so and few, if any, reasons why a contrary opinion should prevail.

Speed Bill that will Hurt Cycling.

If the automobile bill now before the New York legislature is enacted, sidepaths will have to be built in every direction or there will be a general sale of second hand bicycles throughout the state and a general loss of bicycle business. The bill seeks to remove the speed limit and to permit every chauffeur and taxicab driver and every speed maniac and fool driver of whatever sort, to dash through city and country at any rate of speed they consider "reasonable and proper." It is easy to guess their ideas of such speed. It will render the roads unsafe for any man, not to say any woman or child, on two wheels, and it then will be as wise to have a huge auction sale of bicycles and motorcycles, or to pack them in camphor, despite the fact that the State law applying to them permits cycles of all sorts to go as fast as any other vehicle. Whoever wishes to continue to ride a bicycle or to remain in the bicycle business should lose no time in filing a protest at Albany.

The Call for Tricycles.

The complaint of the Florida dealer regarding his inability to procure tricycles, which is printed in another column, lends point to what the Bicycling World said

several weeks since on the same subject.

That there are a number of persons, usually elderly and well to do, who desire to purchase three-wheelers, is apparent, and that many others would become possessed of the desire did they but see tricycles in use by others of their years, or if the suggestion were conveyed to them by seasonable printed matter, there is no reason to disbelieve.

It is regrettable that there is no manufacturer in America who seeks to cultivate this very desirable class of patronage. For it does seem that it can be made sufficiently profitable to merit the attention of at least one manufacturer. Similarly it is regrettable that the tandem bicycle has been permitted to suffer such total eclipse that it is no longer catalogued. There still is a limited demand for two-seaters and more of them might be sold if efforts were made to sell them. Within the last month, two inquiries for tandems have reached us and in neither case was it possible to give full assurance where they may be obtained.

According to the printed conditions governing the one hundred miles race on the Los Angeles track last Sunday, competitors were permitted to change mounts in the event of a breakdown, "but its rider can hold no more records made in this race." Although the Los Angeles promoters doubtless did not realize the fact, it is not for any man to name any conditions or to say what shall or shall not constitute a record. That is the function of a governing body and its rules decide the point; and where they place records to the credit of men and not machines, the number of bicycles or other machines the man may use has nothing to do with the case. No machine can create a record without a man to master it.

Los Angeles has not only provided a track that has made motorcycle racing deserve the term and one that has made motorcycle history, but the track has demonstrated that even whirlwind sport can be made safe and the conduct of the officials on Sunday last points the way to keeping it safe. Their action in enforcing the rule to that effect and ordering an unsafe rider from the track and in requiring another to stop and remove an element of danger, is worthy of high praise and constitutes a life-saving example that should be taken close to the heart by other men who are given to serving as officials.

STUBBS ROMPS UP THE MOUNTAIN

Birmingham Rider Scores Double Victory
on Historic Old Lookout—The Climb
Both Strenuous and Dangerous.

Despite the fact that Lookout Mountain, overlooking Chattanooga, Tenn., was supposed to be too formidable an incline for motorcycles to surmount, Robert Stubbs, of Birmingham, Ala., proved on Thursday, 22d inst., that not even that historic mountain is too steep to fease even the modern single cylinder motor bicycle.

The occasion was the first annual hill, or rather mountain, climb promoted by the Lookout Mountain Automobile Club, and two motorcycle events raised the curtain. Stubbs (Indian) won both of them.

This Lookout climb undoubtedly was the most strenuous contest of the sort ever held in America. The course measured 4.9 miles, and "double S's," crooked hairpins, "squirring snakes," and other kinds of twists and turns common to mountain roads. The average grade was 10 per cent., although at places the gradient was as steep as 32 per cent., and there are spots where a slip or misjudgment would drop the rider into eternity. A block signal system and military patrol of the course prevented any accidents.

Stubbs as stated, won both of the motorcycle events and in the class for machines not exceeding 61 cubic inches piston displacement he finished in 6:50½, only a few seconds slower than the fastest time of the day, made in the free-for-all automobile race. The only other finisher was John Green (Curtiss), who made the ascent in 7:25.

In the class for machines not exceeding 30½ cubic inches piston displacement Stubbs made another runaway and to the surprise of many the time made by his single cylinder Indian was only 3¼ seconds slower than made by the twin, his time being 6:54½. V. R. Moss (R-S), finished in 9:10.

Yesterday (Friday) was to have been devoted to track races at Olympia Park, Chattanooga, but because of a muddy track the events were called off, but they probably will be held today.

New Jersey Grows More Hospitable.

It now is legal to ride motorcycles in New Jersey at the rate of 25 miles per hour in the open country, that is, where houses average more than 100 feet apart. The governor has signed the amendment to the automobile law, which permits the increased pace. It appears that the new "limited \$1 admission ticket," for which the amended law also provides, permits non-residents to remain in the state for not only eight consecutive days, but gives them the option of four periods of two days each in each calendar year, which will save \$1 for New

York and Pennsylvania motorcyclists who cross into New Jersey only occasionally, the fee for an entire year remaining \$2, the same as the law exacts from resident motorcyclists.

May Take the Junk Off Motorcycles.

Perseverance has brought its reward to Dr. S. D. Bashore, of Palmyra, Pa. Two years ago when he was the F. A. M. representative for his state, he did heroic work and except for an eleventh-hour rumpus in the legislature, motorcycles would have been exempted from the automobile law. Undeterred, he this year renewed the effort in his private capacity, and found far more antagonism, even on the part of the Governor. But he first had the registration fee reduced from \$3 to \$2, and although assured that no other concession would be granted he fought on and has won and the big iron automobile number plates which motorcyclists are required to carry front and rear are in a fair way of being consigned to the junk heap where they belong. The new bill provides that motorcyclists may paint the numbers, three inches high and three-eighths of an inch thick, on their rear mudguards. The bill, which is now before the governor and which seems certain to receive his signature, also extends the speed limit in the open country to 24 miles, and exempts non-residents for 10 days.

New Club Organizes in Taunton.

The Taunton (Mass.) Motorcycle Club was formed in that city on the 18th inst., with 16 members and the following officers: Joseph Boiros, president; Felix P. Beauvais, vice-president; Alfred Beauvais, secretary; Walter R. Moxon, treasurer; Charles J. Gonsalves, captain; Wenceslos Rabillard, first lieutenant; Numenzio Gunha, second lieutenant. B. A. Swenson, secretary of the F. A. M. Eastern District, acted as temporary chairman of the meeting and welded the new club into shape. It will affiliate with the F. A. M., its initiation fee including membership also in the national body.

Wisconsin Spoiling Its Good Law.

Wisconsin is the latest state to begin undoing some of the benefits the F. A. M. obtained for motorcyclists. A bill is now in the legislature of that State imposing on motorcycles license fees and other regulations applying to automobiles. The present law, due to F. A. M. effort, was made to apply only to "motor cars," motorcycles being exempted by the employment of that term.

Universal Lights Law in New Jersey.

Every vehicle used in New Jersey, which, of course, includes bicycles and horse-drawn vehicles, must now display a light after nightfall. After years of effort, the legislature finally has passed and the governor has signed the so-called universal lamp law. The penalty for violation is \$1 for each offense.

COMING EVENTS

May 2, Valley Stream, N. Y.—International Cycle Association's 10 miles handicap road race; open.

May 9, Brooklyn, N. Y.—New York Motorcycle Club's double century run; open.

May 9, Jersey City, N. J.—New Jersey Division C. R. C. of A.'s annual spring century run; open.

May 16, Brooklyn, N. Y.—Century Road Club of America's spring century run; open.

May 23, Springfield, Ill.—Illinois Wheelmen's 12 miles handicap road race; open.

May 31, Wilkes-Barre, Pa.—Motorcycle hill climb up Giant's Despair; open.

May 30, New York City—New York Motorcycle Club's hill climb; open.

May 30, Los Angeles, Cal.—Appeal 25 miles handicap road race; open.

May 30-31, Los Angeles, Cal.—Los Angeles Motorcycle Club's annual endurance contest.

May 31, Plainfield, N. J.—Plainfield's Cycling Club's 25 miles handicap road race; open.

June 8, Newport, Ind.—Danville (Ill.) Motorcycle Club's hill climbing contest; open.

June 13, Valley Stream, N. Y.—Roy Wheelmen's First Bicycle Marathon handicap road race (26 miles 385 yards); open.

June 27th, New York City—Amsterdam Wheelmen's Queensboro century run; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of \$1 per inch.]

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SPEED KINGS IN BATTLES ROYAL

Fogler Takes Kramer's Measure, but the Champion Gets Revenge—Real Racing Thrills Big Crowd at Newark.

Champion Kramer beaten by Joe Fogler, and Fogler defeated by Kramer. Kramer made good; so did Fogler. This briefly describes the great race meet which took place at the six lap Newark (N. J.) Velodrome on Sunday last, 18th inst. In fact, it was the greatest race meet held east of the Rocky mountains in ten years, and this is not the opinion of one person, but appeared the unanimous judgment of a great throng of spectators numbering more than 8,000—the biggest gathering of bicycle "fans" in Newark since the memorable day Zimmerman and Bald rode a match race there many years ago.

The reason for this testimonial to the widespread popularity of bicycle racing easily is explained. Since the Newark Velodrome opened its gates on April 4th there has not been a rider at the track capable of giving the American champion a worthy race. Fogler, who last year was Kramer's avowed and hired team mate, was in Atlanta. Last Sunday he came back to the track where he had played second fiddle to one of the greatest bicycle riders that ever straddled a bicycle, but instead of doing discreditable donkey work the big Brooklyn rider did exactly what the *Bicycling World* stated he could or should have done last year: He rode to win, and he won.

The entire week previous to the meeting the one topic of conversation in Newark sporting circles was whether Fogler would be able to take the champion's measure. In the newspapers Fogler was credited with making all kinds of statements relative to his prowess. Although Fogler is given to talking considerably, it is doubtful if he said all the things accredited to him, but the newspapers put some tall language in his mouth, and the public had been aroused to a high pitch. It knew only that Fogler had boasted that he would wallop Kramer, and had he failed the public doubtless would have given him the worst "booing" that ever came the way of an athlete of any sort. A fickle thing is the public—with cheers for the victor and unsympathetic hoots for the loser.

The public, however, did not have a chance to boo Fogler, nor did it have opportunity to "bawl out" Kramer. When Fogler defeated the champion by springing an unsuspected jump at the psychological moment, thereby proving that he has grown in craftiness as well as speed, the entire assemblage arose and gave him the mightiest ovation that the Brooklyn rider ever received in his life. It warmed the cockles of Fogler's heart; it made him feel good down to the tips of his toes, and tingling with pleasure at the popular demonstra-

tion he rode twice around the track, smilingly acknowledging the plaudits of the populace, for Fogler relishes cheers as much as did the gladiators of ancient Rome.

Taciturn, as usual, Kramer took his defeat as a man of his calibre always bears up under disappointment. He didn't fume, or rave, or swear, or say that Fogler had beaten him unfairly. Neither did he break his bicycle in twain and swear by all the nine gods of fickle misfortune that he would never ride again. Deep down in his heart he must have felt chagrined that an outsider had defeated him in his own home, but he displayed no outward emotion. Instead he said nothing and went to his training quarters.

Later in the afternoon when he defeated Fogler in a contest of speed against speed,



JOSEPH A. FOGLER

in a magnificent finish, and when the vast concourse of people arose and acclaimed him, Kramer permitted himself to smile. Honors were even. Fogler won and Kramer won, and however the ultimate outcome of the Kramer-Fogler fight for honors may result it does not change the truth of what the *Bicycling World* steadfastly maintained all through last season—that if Fogler had ridden "on the level," he would have had an excellent chance of making a name for himself. He now has that chance.

It of course goes without saying that the features of the meet were the two professional races—the mile open and the three miles handicap, and the former was the first to be disposed of. There were four heats with two men in each to qualify for the final, and Kramer and Krebs took the first heat. The second heat brought a great finish when eight riders crossed the line so closely that they all could have been contained in a \$1.50 hall bedroom. Hill and West got the call, and Vanoni, on behalf of himself and Anderson, protested that Hill had come through inside the pole line. The protest was not entertained, however. In the third heat Rupprecht and John Bedell finished first, Cameron and Stein,

the latter riding his first professional race, being unplaced. Fogler won the fourth heat from Mackay, Drobach just missing a chance to get in the final heat.

Kramer had the pole in the final heat, the order from him out being Hill, Rupprecht, Fogler, Krebs, West, Bedell and Mackay. The champion was the first off the mark and there immediately ensued a scramble to get a position on his rear wheel. Hill had the place, but Fogler came down on him and forced the young Bostonian to take the flat. The first lap was slow, with Rupprecht, Kramer and Fogler leading the way. In the second lap Krebs sprang one of his nonsensical jumps but soon slowed down. In the fourth lap Rupprecht had the premier position, with Kramer behind him and Fogler trailing the champion, watching for any unexpected manouever. Just before the bell, Hill, who had been nursing a grudge against Fogler for having enched him out of the position on Kramer's wheel, attempted to come down on the Brooklynite. Whatever else he possesses, Fogler does not have any fear upon a track, so he simply put out his hand and held off Hill. Then he sprang a mighty jump that carried him around Kramer. The latter was caught asleep at the switch. He had not expected a jump until the back stretch of the last lap and he clearly was nonplussed. Only for an instant, however, for he went after the fleeing Fogler, while the crowd rose and cheered—and wondered if Fogler would be able to last for the entire lap. He lasted all right, and won by ten yards, with Rupprecht third by a half length and Krebs fourth. Then the crowd "let loose."

The professional handicap, in which Kramer returned to his own, was one of the greatest races ever witnessed on the Newark track. More than thirty riders started and Hunter, Benfer, King and Canfield were so close to the scratch men—Fogler and Kramer—that the saucer was completely circled with riders. The start was marked by an amusing incident. Will Coburn started Kramer, and Jack Coburn pushed Hunter off, and there was some brotherly rivalry between them. The honors were in favor of "Jack," for he gave Hunter such a start that he tacked on behind the scratch men. Hunter could not maintain the speed, however, and he soon was dropped, but he managed to win \$5 in lap money, nevertheless.

Fogler and Kramer had agreed to exchange pace until they could overhaul the long markers and by carrying out the agreement a beautiful race resulted. Anderson and Krebs, on 40 yards, were soon overhauled, but they would not set any pace and sleighrode behind Kramer and Fogler until the latter pair closed the gaps in the third mile. When the bell sounded for the bell lap, Ben Hill, who had broken away from the limit bunch at the beginning of the last mile and obtained a big lead, seemed to have the race in his grasp. In the last circuit Kramer and Fogler, how-

ever, unwound a terrific sprint and Hill was tagged on the final turn. The crowd was on its feet yelling like mad, for Kramer and Fogler were racing neck and neck around the bank and the victory belonged to either man. Kramer rode harder, perhaps, in that last spasmodic sprint than ever before in his life, and it was a truly stirring finish. Kramer won the victory by a half length and the crowd gave him even a greater ovation than they had accorded Fogler a while before, if such was possible.

What might have proved a good race was marred by the untimely puncturing of the rear tire on Rupprecht's and Schlee's tandem, in their match against Fred West and Alfred Halstead. Halligan and Hill, on a third tandem, set the pace for two-thirds of the distance and then dropped out. The crack western pair led by a half length at the bell and looked good for the money, when the rear tire on their competitors' machine went flat. The time for two miles was 4:04½.

Both amateur events also were worthy of consideration, particularly the five miles open. Lawrence led at the bell and Steinert, of the Roy Wheelmen, began the attack on the back stretch. Steinert got even with Lawrence, but did not have the strength to go around, and the San Franciscan led into the finishing straight, with Beyerman second, and Magin third. Beyerman tried hard to catch Lawrence, but the little western whirlwind won the race by a length and one-half, with Magin a length behind Beyerman and the same distance separating the latter and Carman.

Lawrence qualified in the mile handicap, but the low markers—himself, Steinert and Jokus—did not have a chance to overhaul the riders on the long marks. Hawkins led at the bell and might have won but for Michael Journay's surprising jump in the last ten yards. Neuschaefer was second. The summaries:

One mile novice—Won by Harry Simpson, Newark; second, Job Berlenbach, New York; third, C. Hoch, Newark. Time, 2:47½.

One mile scratch, professional.—Won by Joe Fogler, Brooklyn; second, Frank L. Kramer, East Orange; third, Edward Rupprecht, Newark; fourth, Floyd Krebs, Newark. Time, 4:04½.

One mile handicap, amateur—Won by Michael Journay, Nutley (75); second, Benjamin Neuschaefer, N. T. V. W. (60); third, E. L. Adams, Montclair (135). Time, 2:03½.

Five miles scratch, amateur—Won by Percy Lawrence, Bay City W.; second, Adam Beyerman, Mohawk A. C.; third, Jacob Magin, N. T. V. W.; fourth, Clarence Carman, National A. C.; fifth, Jerome Steinert, Roy W.. Time, 11:48½.

Three miles handicap, professional—Won by F. L. Kramer, East Orange (scratch); second, Joe Fogler, Brooklyn (scratch); third, John Bedell, Newark (80); fourth, Edward Rupprecht (115); fifth, Dave MacKay (100). Time, 6:26.

JOCKEYING MARS A MARATHON

Poor Time Made in Feature Event at Point Breeze—Ten Miles Special the Real Contest of the Meet.

With a course in almost perfect condition and weather of the made-to-order kind, the first Philadelphia Marathon bicycle race which took place at the Point Breeze mile track, Philadelphia, Saturday, 17th inst., was a decided success. The idea of not charging admission to the track was a good one, as more than 2,000 persons crowded into the grandstand and they were well rewarded by witnessing some good riding between the representative cyclists of Philadelphia, Trenton and Atlantic City.

All the races were well filled and well contested with the single exception of the Marathon race, which went the full distance of 26 miles 385 yards. The unpleasant feature of this race was that the riders persisted in jockeying until Manager W. R. Stroud and Charles A. Van Doren, president of the Atlantic City Wheelmen, jumped on their bicycles and warned the riders that if they did not increase their pace the race would be called off. It was well that Stroud and Van Doren did so as it took the riders 12 minutes to cover 3 miles 385 yards.

The 10 miles special race, which was open to all riders who have not won a first, second or third prize within the last five years, was the best event of the day. Twenty riders started, the winner being Philip S. Kelly of Philadelphia. Edward C. Petty, of Trenton, N. J., finished second and Henry F. F. Behrens, of Philadelphia was third, the time for the 10 miles being 34:04.

Because Major Reed of Atlantic City was not allowed to compete in the 10 miles for boys under 16 years of age, Van Doren, Hemple and Hand, of Atlantic City, refused to ride in any of the events. Frank V. Harris, Jr., the diminutive Philadelphia negro, simply toyed with the other riders in the boys' race. He won every lap prize and then went out and won the race with yards to spare, from William Calder, Jay Smith and Thomas V. Robbins, finishing respectively third and fourth. The best time of the afternoon was made in this event, young Harris covering the distance in 31:35.

In the Marathon race, which attracted 14 starters, George F. Harris had everything his own way from the crack of the gun to the finish. He won each mile sprint and despite Major Reed's sturdy pull for Henry Phillips in the last lap, Harris jumped the Atlantic City combination in the stretch and won by about 25 yards. Because of the loafing in the first few miles the time was slow—1 hour 29 minutes 59 seconds.

W. B. Stroud, who promoted the meet, rode a five miles exhibition paced by a

motorcycle in 10:28½, and Alex Klein, who paced Stroud, rode a five miles exhibition on a Harley-Davidson stock motorcycle in 7:41.

The summaries follow:

Ten miles, boys'—Won by F. V. Harris, Jr., Philadelphia; second, William Calder, Atlantic City; third, Jay Smith, Philadelphia; fourth Thomas V. Robbins, Philadelphia. Lap prize winner, Harris. Time, 31:35.

Ten miles special (substituted for 15 miles)—Won by Phil S. Kelly, Philadelphia; second E. C. Petty, Trenton, N. J.; third, Henry F. Behrens, Philadelphia. Lap prize winner, T. Hamilton. Time, 34:04.

Five miles motor paced exhibition for a track record by Richard Stroud, paced by Alex Klein. Time by miles, 2:05½, 2:05, 2:07, 2:07, 2:04. Total, 10:28½.

Marathon bicycle race—Won by George F. Harris, Philadelphia; second, Henry Phillips, Atlantic City; third, Major Reed, Atlantic City. Lap prize winner, G. F. Harris. Time, 1:20:59. Distance, 26 miles 385 yards.

Five miles motorcycle exhibition, Alex Klein (Harley-Davidson). Time, 7:41.

Empire's "Cork" Race a "Corker."

Walter Raleigh, who won the Irvington-Millburn road race three years ago, duplicated his victory of the week before by winning the weekly "cork" race of the Empire City Wheelmen on Sunday last, 18th inst. The race was held over the 11 miles Bath Beach course, Brooklyn, and 38 riders lined up for the start. The fast pace set by Fisher, G. Goerke, Raleigh and Murphy "killed off" half the field before the first three miles were covered. At this point Fisher and Goerke, with Raleigh hanging on, shook the bunch, but were overhauled at 10 miles by Ericson, Murphy and others. The finishing sprint was exciting, Raleigh winning by a foot from Fisher, who had to treat the crowd. Ericson was third and Murphy fourth.

Track Meet to Replace Road Race.

Instead of the combination road race and run to Waterford, N. J., which the Stroud Wheelmen had on the tapis for May 2d, another free race meet will be held at the Point Breeze track, Philadelphia. W. R. Stroud, who is managing the affair, promises to introduce several features, one being an inter-club team pursuit or relay race. Another event will be a race for special delivery boys.

Munroe May Ride at Salt Lake.

"Bennie" Munroe, of Memphis, Tenn., is about to make his annual appearance, and will leave the southern city in a few days for Salt Lake City, where he expects to ride this summer. Munroe should make good in Zion where he has ridden before, because according to a Memphis paper, "for nerve nobody has got him beat, for every time he races he does his best to win, and comes near doing it."

100 MILES INSIDE OF 100 MINUTES

Derosier Slashes World's Record in an Eventful Race—Graves Again Breaks Record in Beating Huyck.

Los Angeles, Cal., April 18.—Ever since he arrived here Jacob Derosier has been anxious to take a crack at the 100 miles record. On the day Jack Prince opened his now world famous Coliseum track, he sought permission to attack it, and was considerably aggrieved when it was refused. Today, however, he obtained the opportunity and realized his ambition. In competition he rode 100 miles in less than 100 minutes, setting up a world's record for the distance of 1:37:59, which cut near ten minutes off the previous record, 1:47:44, held by Robert Stubbs, of Birmingham, Ala. Derosier bettered all previous track records from 30 miles upward, his time for each five miles being as follows:

Miles.	Derosier's Time.	World's Record.
5	* 4:23 $\frac{3}{4}$	3:56 $\frac{3}{4}$
10	* 8:45	8:12
15	* 13:12	12:55
20	† 17:44	17:01 $\frac{2}{3}$
25	† 25:07	23:18
30	† 29:41	31:20
35	† 34:23 $\frac{3}{4}$	37:12 $\frac{2}{3}$
40	† 38:54	42:32 $\frac{2}{3}$
45	† 43:29	47:58 $\frac{2}{3}$
50	† 48:21	53:11 $\frac{1}{2}$
55	† 53:14 $\frac{1}{2}$	58:23 $\frac{1}{2}$
60	† 57:51	1:04:09 $\frac{1}{2}$
65	† 1:04:27 $\frac{1}{2}$	1:09:22 $\frac{1}{2}$
70	† 1:09:07 $\frac{1}{2}$	1:14:42 $\frac{3}{4}$
75	† 1:13:46	1:20:00 $\frac{1}{2}$
80	† 1:18:34 $\frac{1}{2}$	1:25:19 $\frac{2}{3}$
85	† 1:23:25 $\frac{3}{4}$	1:30:37
90	† 1:28:18 $\frac{1}{2}$	1:36:03
95	† 1:33:12 $\frac{2}{3}$	1:42:03 $\frac{1}{2}$
100	† 1:37:59	1:47:44

* Derkum leading. † Mitchel leading.
† World's Records.

Ever since the opening of the track Paul Derkum, the local pride, has been awaiting the arrival of spare machines from the Reading factory, but none have come to hand and as a result he has had to depend on one mount that had been specially assembled for him there, and this has "played out" and no longer is to be relied on. Last Sunday it went to the bad and to save the program Derosier loaned him one of his big Indians, but today Jacob was not in such a generous mood and though he loaned one to Samuelson, he declined to let Derkum have any of his spare mounts, despite Jack Prince's hard pleading. Mitchel, the N. S. U. star, is well equipped, but he has run in hard luck, and the only other fast machine available is the remarkable 30.50 single cylinder Thor which has done such astonishingly fast work and which again today covered itself with glory, although it has been terribly overworked, having been used for weeks by Balke in the amateur events and by Lingenfelder in the professional races.

This situation did not promise an excit-

ing contest, but the hair-raising sport of last Sunday served to attract a large crowd; it was nearly twice as large as that which attended the baseball games in this baseball-mad town, and there was enough of excitement to keep the spectators on edge.

The men who lined up to do battle with Derosier were Derkum (7 R-S), Arthur Mitchel (7 N. S. U.), T. Samuelson (7 Indian, E. Lingenfelder (4 Thor), and A. T. Wilson (7 Merkel), the latter of whom was making his first plunge into professionalism. Before he started Derkum knew he was due for a peck of trouble, but he went out at the crack of the gun and led for 60 laps (the track is 3 $\frac{1}{2}$ laps to the mile), when his machine "struck work" and he stopped. It was patched up after a fashion, but he had hardly got into the running again when his saddle broke. He held on despite this handicap and a skipping motor until his tire punctured. After a repair he again restarted, but when on the 54th mile his frame cracked near the head the plucky fellow was forced to quit.

When Derkum first ran into trouble, Mitchel took up the running and at 22 miles was leading Derosier by half a lap, but the latter was closing up, and he went to the front on the 25th mile. Soon afterward Mitchel had to stop and change his belt, and on the 176th lap he broke his crank case and had to shift to another N. S. U. He finished in fourth place, just inside the money.

Wilson, the brand new pro, was called from the track on the 27th mile. He lacked familiarity with the track and several times came near causing an accident. He was ordered off in the interests of safety, exactly as Samuelson once was ordered to stop and fix a strap which was dangling and threatening disaster. Samuelson stopped several times of his own accord, once because of a flat tire and again when a chain broke. He nevertheless finished third.

Derosier rode a dogged race. Only last year he had ridden a long dizzy race on a 12 lap track in New Jersey and as the strain then tuckered him so that he frothed at the mouth and had to be assisted from his machine, he prepared for the battle here by bracing both his neck and his back with a wire bracket taped in place. This arrangement nearly choked him, however, and one of his helpers finally cut the tape and brought him his green checked Scotch cap. For miles this cap hung with his goggles on his wire back brace, the ends of which stood like two devil's horns and presented a queer picture. Several times Derosier showed the effects of the strain and fatigue and there were those who fancied that he would never endure the distance; but he fooled them and finished in a romp and with another record to his credit that will make the world sit up and take notice. He stopped three times, on the 61st, 74th and 214th laps, for, respectively, changes of headgear, for supplies and because of tire trouble. He covered 61 $\frac{1}{2}$ miles in the hour.

While the riders on the big machines were stopping for one thing or other, Lingenfelder, on the single Thor, was performing like a clock, and always at close to a mile a minute pace. He did not dismount until within five miles of the finish and then only because his fuel was exhausted; he lost a lap and a half while filling up, but was so far ahead of all except Derosier that he held second place safe and finished but 18 $\frac{1}{2}$ laps behind the leader. Several times toward the end he passed the tired Derosier, who had to "open up" to prevent Lingenfelder picking up a lap on him. Lingenfelder's consistent work was recognized by the crowd, who cheered him frequently. He finished ten miles ahead of Samuelson and 17 miles in front of Mitchel.

During all the 98 minutes of the race "things were doing" and the big crowd was wildly enthusiastic, for there were a number of warm brushes with three riders abreast and fighting for the lead. Announcer Stephenson had an enormous megaphone, through which the people on the three stands and in the big arena were given the order and time every five miles, while Referee Gates had a corps of extra timers and scorers, and this part of the work was above criticism, while the marshals and police kept the crowd in the arena off the track.

In the amateur events two world's records were broken by M. J. Graves on his white N. S. U. In a neck and neck struggle with Huyck, who beat him last week, also in record time, Graves took the honors in the six miles open. There was a third starter in the race today, Gal. Blaylock, on one of Derosier's 7 horsepower twins, but he was lapped twice. Graves's time for five miles was 3:59 $\frac{1}{2}$, and for six miles 4:47, both of which are amateur records.

Huyck won both of the other events. The race for machines not exceeding 4 horsepower was cut from six miles to four and Balke, who rode the 4 horsepower Thor which Lingenfelder later used in the 100 miles race, was handicapped by the big tanks and extras put on for the latter event. As a result, for the first time out of four of these 4 horsepower races, Huyck got away from Balke, and as there were no other starters, the public thought Balke had no show and howled so clamorously that Huyck and the promoters asked the referee to run it over again. This time Seymour with his R-S was ready, but the Thor agent, who owned Balke's machine, did not desire the machine to be used again and delayed the race some time before the referee and promoters could persuade him to let Balke ride it. The first part of the run-over was a ding-dong race between Huyck and Balke, but Balke finally dropped back and lost by a third of a lap.

Huyck had an easier victory in the four miles race for machines not exceeding 5 horsepower, winning in 3:45, from A. Ward, N. S. U., and Charles Balke, 4 horsepower Thor, in that order.

The summary:

Four miles, amateur, for machines not

exceeding 5 horsepower—Won by Fred Huyck, Chicago (Indian); A. Ward, Los Angeles, (N. S. U.), second; Charles Balke, Los Angeles (Thor), third. Time, 3:45.

Four miles, amateur, for machines not exceeding 4 horsepower—Won by F. Huyck (Indian); Charles Balke (Thor), second; R. S. Seymour (R-S), third. Time, 3:55.

Six miles, amateur—Won by M. J. Graves, Los Angeles; F. Huyck, Chicago, second; G. Blaylock, Los Angeles, third. Time, 4:47. (World's record.)

One hundred miles, professional, open—Won by J. B. Derosier, Brooklyn, N. Y., (Indian); E. Lingenfelder, Chicago (Thor), second, 94 miles $2\frac{1}{2}$ laps; T. Samuelson, Salt Lake City, Utah (Indian), third, 84 miles 1 lap; Arthur Mitchel, New Orleans, (N. S. U.), fourth, 78 miles. Time 97 minutes, 59 seconds. (World's record.)

Two Septuagenarian Motorcyclists.

Since England set up its claim to possession of the oldest active motorcyclist, aged 70, two older riders have been brought to light in the United States, viz., S. C. Kelly, of Fort Wayne, Ind., who is past 72, and George N. Mason, of Medford, Mass., who is 75 years of age. Mr. Kelly has been riding a motorcycle for the past six years.

New Date for Plainfield Road Race.

The Plainfield Cycling Club, Plainfield, N. J., has changed the date of its 25 miles handicap race from Sunday, May 30th, to Monday, May 31st, with a rain date for June 30th. The reason for the change is that Decoration Day falling upon Sunday, the holiday will be observed next day.

Grand Rapids Club Chooses Officers.

At the annual meeting of the Grand Rapids (Mich.) Motorcycle Club last week, Arthur Rosenthal was chosen president and captain, and Joseph Poisson secretary and treasurer. The matter of a tour to the F. A. M. meet in Indianapolis in July was among the subjects discussed.

Adee Off for Annual Cycling Tour.

A. A. Adee, assistant secretary of State and the Consistent Cyclist of many successive Federal administrations, sailed last week for his annual bicycle tour in France. He expects to spend 48 days awheel—his practice for eight or ten years past.

Wealthy Through Fake Amateurism.

"Professional amateurism" apparently is more profitable on "the other side" than it is in this country. The Irish Cyclist remarks the case of a former crack who built a row of houses out of his dishonorable earnings as a fake amateur.

Canton's Octogenarian Cyclist.

Canton, Ohio, just has awakened to the fact that one of its residents, Matthew Caldwell, stands high on the list of "oldest cyclists." He is 84 years of age and he was 77 when he first began to ride.

EASTER PRIZES ELUDE AMERICANS

Butler Gives Darragon a Good Fight in Hour Race at Paris—Hot Contests in the Two Days Meet.

Americans did not possess their winning strides in Paris on Easter Sunday and Monday, 11th and 12th insts., De Mara and Clarke being shut out in the heats of the Grand Prix of Easter, while Butler was beaten by a narrow margin by Darragon in the paced hour race. Thorvald Ellegaard, the world's champion, triumphed in the Grand Prix and Darragon won a splendid victory in the paced race.

The meet lasted two days, the eight trial heats of the 18th annual Grand Prix of Easter being disposed of on Sunday. De Mara was shut out in the first heat by Delage, the other heat winners being Henri Mayer, Vanden Born, Dupre, Ellegaard, Rutt, Clarke and Rettich.

The handicap at 804 meters, or one-half mile, was an interesting contest, as it was run in heats with the men of one mark in the same heat, one qualifying in each for the final. Clarke, Delage, Rutt, Mayer and Schilling were the scratch men and little Clarke defeated Delage by one length, Mayer and Schilling being shut out. De Mara was shut out in the second heat for 15 meters markers, Martin winning. The other qualifants were P. Didier, 26 meters; Polledry, 35; L. Didier, 45; Costen, 60, and Cotler, 75. Clarke rode well in the final, but just missed tagging L. Didier by a length. Time, 0:55 $\frac{1}{2}$.

Parent, Darragon, Seres, Guignard and Bruni contested the 80 kilometers paced race, and it was spoiled by the "misfortunes of war." It will be remembered that on the previous Sunday Darragon was about to win a race when his tire punctured and Guignard managed to beat him out at the tape. Practically the same thing happened in this race. Darragon went to the front at the start and began breaking records from the very start. Within eight laps from the finish his tire punctured, and before he could change bicycles, Guignard made up the distance he had lost and won out by $2\frac{1}{2}$ laps, breaking the record for 80 kilometers in 57:26 $\frac{3}{4}$. Darragon broke all the records from 10 to 70 kilometers, inclusive, his times for the respective distances being as follows: 10 k., 7:30; 20 k., 14:31; 30 k., 21:35 $\frac{1}{4}$; 40 k., 28:44 $\frac{3}{4}$; half hour, 41 k.il. 800; 50 k., 35:54; 60 k., 43:02 $\frac{1}{4}$; 70 k., 50:13. Seres finished a bad third, Guignard was fourth and Bruni fifth.

The only other event on Sunday was a two lap open tandem race. Dupre and Delage won the first heat and Ellegaard and Vanden Born defeated Clarke and Schilling in the second heat. Mayer and Rutt qualified in the third heat, De Mara and Grivot finishing third. In the final heat Ellegaard and Vanden Born defeated Dupre

and Delage by three-quarters of a length, Mayer and Rutt falling in the last lap.

At the continuation of the meet on Monday the unplaced riders in the trial heats of the Grand Prix of Easter got a chance to qualify in the repechage, Seigneur, Martin, Schilling and De Mara qualifying in the trial heats. Schilling won the final heat from De Mara by a length, the American being fined 20 francs for interfering with Martin, who finished third.

The victory of Schilling in the repechage put him in line for the semi-finals of the big race, the first heat of which was contested by Ellegaard, Mayer and Delage, the order of finish being as named, a wheel separating each of the riders. To the surprise of many Rettich defeated Rutt in the second semi-final by three inches, with Dupre a wheel behind for third. Schilling, Clarke and Vanden Born were in the third and last semi-final and nearly everyone conceded the victory to the little visitor from across seas. At the beginning of the last lap Schilling and Clarke attacked Vanden Born who, after a hard sprint, capitulated. Schilling defeated Clarke rather easily.

The distance of the grand final heat was two laps and the world's record for one lap, about one-fifth of a mile, was broken(?). It took 2 minutes 55 $\frac{3}{4}$ seconds to cover the distance! From third position Schilling jumped off the last bank, with Ellegaard and Rettich in pursuit. The battle was magnificent. The world's champion and the Austrian gradually closed the opening and in a beautiful finish Ellegaard triumphed over Rettich by three-quarters of a length, with Schilling a wheel behind.

It was rather amusing to see Walter Rutt lining up with a bunch of second-raters in the lap race, and also to see him going out for lap money. The German really meant it, apparently, for he won the race from Seigneur.

One of the most spectacular battles ever witnessed on the Parc des Princes track occurred in the hour paced race between Darragon, Butler, Parent, Seres, Bruni and Guignard, Parent was determined to defeat Darragon, the man he most feared, while Butler wanted to wallop both Frenchmen. The ensuing battle between them was interesting and exciting from start to finish. Darragon first attacked Parent and passed him, and Butler also took the Frenchman's measure. For the remainder of the race the fight was between Darragon and Butler. The American made many attempts to put Darragon hors de combat, but was not quite equal to the occasion. Within a few laps of the finish Darragon and Bruni suffered punctures simultaneously, at a time when the former was a lap and a half ahead of Butler. He made one of the quickest changes ever witnessed and just managed to beat Butler by 150 yards, Darragon's distance for the hour being 77 kilometers 450. The distances covered by the other riders were as follows: Butler, 77 kil. 300; Parent, 73 kil. 200; Seres, 67 kil. 730; Bruni, 64 kil. 30, and Guignard, 60 kil. 600.

"STOCK MACHINE" STIRS ST. LOUIS

**Vexed Question Embitters Motorcycle Meet
—Double Winner is Disqualified and
the Usual Protest Results.**

F. Maynard certainly played in hard luck at the motorcycle and bicycle meet promoted by Carl Bahnsen and held at Priester's Park, Belleville, Ill., on Sunday last, 18th inst. Three motorcycle events were on the card and Maynard entered his $3\frac{1}{2}$ horsepower Merkel in all of them. He won two of the events rather easily and then was disqualified, because his engine had auxiliary exhaust ports.

It was the perennial question "What is a stock machine?" that was involved—a question which has upheaved clubs and severed friendships, and which seems to have no satisfactory answer. In Maynard's case it was known that his motor had auxiliary ports and was therefore plainly ineligible as the conditions called for stock machines, but the officials let him compete and in a protest to the F. A. M., Maynard alleges that all the other contestants agreed to "forget" the alteration of his engine. They probably would have "forgotten" had he lost, but as he committed the "offense" of winning, the howl, as always, arose and the referee, with whom the fault rested in permitting Maynard to start, then had no option but to enforce the printed conditions. As a result bad feeling now exists in St. Louis, where all of the riders hailed from and which is "next door" to Belleville.

In the two events which he won Maynard made runaways of them. In the five miles for single cylinder machines he finished in 7:12 $\frac{3}{4}$, while the second rider to finish was T. Bahnsen, $3\frac{1}{2}$ horsepower Indian, in 8:00. Joe Walker, $3\frac{1}{2}$ Indian, was third in 8:02 $\frac{3}{4}$.

The two miles open, for either singles or twins, also was won by Maynard, the competition being closer than in the first race, as Maynard bestrode a single, while a majority of his competitors handled twin cylinder machines. Maynard finished in 2:52 $\frac{3}{4}$, Hazard was second in 3:00, and Wilson third in 3:20 $\frac{3}{4}$.

Wilson won the mile time trials, made from a flying start, by covering the distance in 1:23 $\frac{3}{4}$, as against 1:24 $\frac{3}{4}$ for T. Bahnsen, F. Hazard finishing third in 1:25. All the men rode twin Indians.

The large crowd thoroughly enjoyed the mile bicycle open, which brought out a field of ten riders. The finish resulted in a sprint. H. Blue and J. G. Breeman, both of St. Louis, the former winning by a half length in 2:45 $\frac{3}{4}$. T. Thompson was third. The summaries:

Five miles for single cylinder stock machines—Won by T. Bahnsen, $3\frac{1}{2}$ Indian; second, Joe Walker, $3\frac{1}{2}$ Indian. Time, 8:00. F. Maynard, $3\frac{1}{2}$ Merkel finished first in 7:12 $\frac{3}{4}$, but was disqualified.

One mile bicycle, open—Won by H. Blue, St. Louis; second, J. B. Freeman, St. Louis; third, H. Thompson, St. Louis. Time, 2:45 $\frac{3}{4}$.

Two miles for single or double cylinder stock machines—Won by F. Hazard, 5 Indian; second, Ralph Wilson, 5 Indian. Time, 3:00. Maynard, $3\frac{1}{2}$ Merkel finished first in 2:52 $\frac{3}{4}$, but was disqualified.

One mile record, trials, flying start—Won by Ralph Wilson, 5 Indian; second, T. Bahnsen, 5 Indian; third, F. Hazard, 5 Indian. Time, 1:23 $\frac{3}{4}$, 1:24 $\frac{3}{4}$, 1:25.

How Habich "Wetted" Motorcyclists.

If on Sunday last there remained in Indianapolis a motorcyclist who either hungered or thirsted, it certainly was not the fault of Gus Habich, the well known dealer. Habich invited one and all—his customers and everyone else's customers—he made no distinctions—to "fill up" at his expense, and a large number responded to the invitation, which, issued in the name of J. E. Merz, the manager of Habich's motorcycle department, in itself was unique. It was addressed "Brother Motorcyclists," and bid them to join in a run to Shelbyville, where the "filling up" occurred, in the following language:

"A German sporting goods dealer at 142 East Washington street has taken an overdose of 'cylinder oil' and loosened up his 'intake valves' to such an extent that his 'grip controls' his pocketbook no longer, and he feels that it is his duty to dispense some German 'gasolene' among the motorcyclists of Indianapolis. So put on your 'muffler' and we'll 'hang the cranks' with the 'chain' or put 'em behind the 'bars' at Shelbyville, Indiana, Sunday, April 25th."

Big Fuss Over a Little Motorcycle.

A little motor bicycle has caused a big fuss in the Shiawasseean town of Owosso, Mich. Freddie Soper, aged 18, owns the only motorcycle there, and although there are 60 automobiles in the town, the women of the town are afraid of it and have petitioned the common council asking that Soper be forbidden to ride his machine inside the city limits. Another petition has been presented to the council asking that an ordinance be passed compelling young Soper to take out an automobile license, and in the meantime be made to run his machine well within the speed limit.

Worcester Club Holds Election.

The Worcester (Mass.) Motorcycle Club last week elected the following officers for the ensuing year: President, Fred A. Brooks; vice-president, Charles F. Merrill; secretary, Charles E. Hitchcock; treasurer, Herschel F. Davis; captain, L. J. Vaudreuil; first lieutenant, William T. Tannebring; second lieutenant, Albert P. Knight; standard bearer, Gerald E. Hoyle; directors, James M. Amsden, E. R. Creamer and Caspar M. Brown. The club is now domiciled in a club house located on the shore of Lake Quinsigamond.

MOTORCYCLES CROWD WORCESTER

Great Gathering of Clubs Celebrates Patriots Day in "Heart of the Commonwealth"—Dispute Over Trophy.

On Monday last, 19th inst., which is Patriots Day and a holiday in Massachusetts, Worcester in that state, probably saw more motorcyclists than ever before had gathered in one place in this country. At the suggestion of the Commonwealth Motorcycle Club and the Massachusetts Club of Boston, most of the clubs in the State had arranged to rendezvous and fraternize in Worcester, the Boston clubs having raised sufficient funds to promise a free dinner to all who attended, and to provide a cup for the club having the largest representation.

The affair had been well worked up and as a result between 250 and 300 riders put in an appearance, to say nothing of those who were anxious to get there, but who were "hung up" on all the roads leading into the city.

Cities represented, were: New York Springfield, Boston, Providence, Worcester, Keene, N. H.; Waltham, Lynn, Brockton, Fitchburg, Hartford, New Haven and New Bedford.

Boston, of course, was most numerously represented, and the award of trophy resulted in more or less friction between the promoting clubs, each of whom claimed it. No registry had been kept, however, and the settlement of the dispute was not easy, but the cup finally was given to the Commonwealths, to the efforts of whose president, W. F. Mann, much of the credit for the success of the occasion was due.

The Worcester club, of which F. A. Brooks is president, of course welcomed the visitors.

Dinner was served in Franklin Hall, where several short addresses were delivered by Mr. Mann, President Ovington, of the F. A. M., and others, and after numerous photographs and handshakings, the crowd gradually dissembled in the directions from whence it had come.

Lafayette Organizes a New Club.

The Lafayette Motorcycle Club has been formed in the Indiana city of that name with the following officers: President, H. C. Roth; vice-president, Arthur Bauer; secretary, W. M. Apple; treasurer, R. L. Kenny; captain, A. E. Hoffman; first lieutenant, Bert Loeb; second lieutenant, Harry Bauer. The club starts with a membership of 25 and intends to affiliate with the F. A. M. A uniform has been adopted, likewise club colors—grey and scarlet. Several contests will be held during the summer.

"I certainly admire the Bicycling World and eagerly look for it each week."—H. W. Schwaner, New York City.

ROUTE FOR RUN SKIRTS THE STATE

Interesting Itinerary for New Jersey Motorcycle Club's Endurance Contest—
Two Hill Climbs Scheduled.

Although the schedule will not permit any loafing the route that has been chosen for the second annual endurance run of the New Jersey Motorcycle Club on May 30 and 31 is one that abounds in good roads and diversified scenery, and one which any touring cyclist or motorcyclist enjoyably may follow at any time.

As the accompanying map shows, the contest embraces a run around New Jersey, a total distance of 349 miles—201 miles on the first day and 148 miles the second day, two hill climbs being included in the second day's journey.

Newark will be both the starting and finishing point, and the departure will be made at 6 a. m. Sunday, May 30, the route taking the riders through Elizabeth, Metuchen, New Brunswick, Old Bridge, Matawan and Keyport to Red Bank, where the first control is located, a distance of 52 miles, 3 hours being allowed to reach there and 5 minutes to check in and out.

From Red Bank the riders will go down the wealthy Jersey coast as far as Point Pleasant, passing through Long Branch, Elberon, Deal Beach, Asbury Park, Belmar, Spring Lake Beach and other pretty summer resorts. The piney district will be encountered when the turn west from Point Pleasant to Lakewood is made. From Lakewood the road runs south through Toms River, Forked River, Waretown, Barnegat, Tuckerton and Absecon, and with the exception of a few towns all this journey is through pine forests. The second checking station will be located at Absecon, 96½ miles from Red Bank, with six hours to traverse the distance.

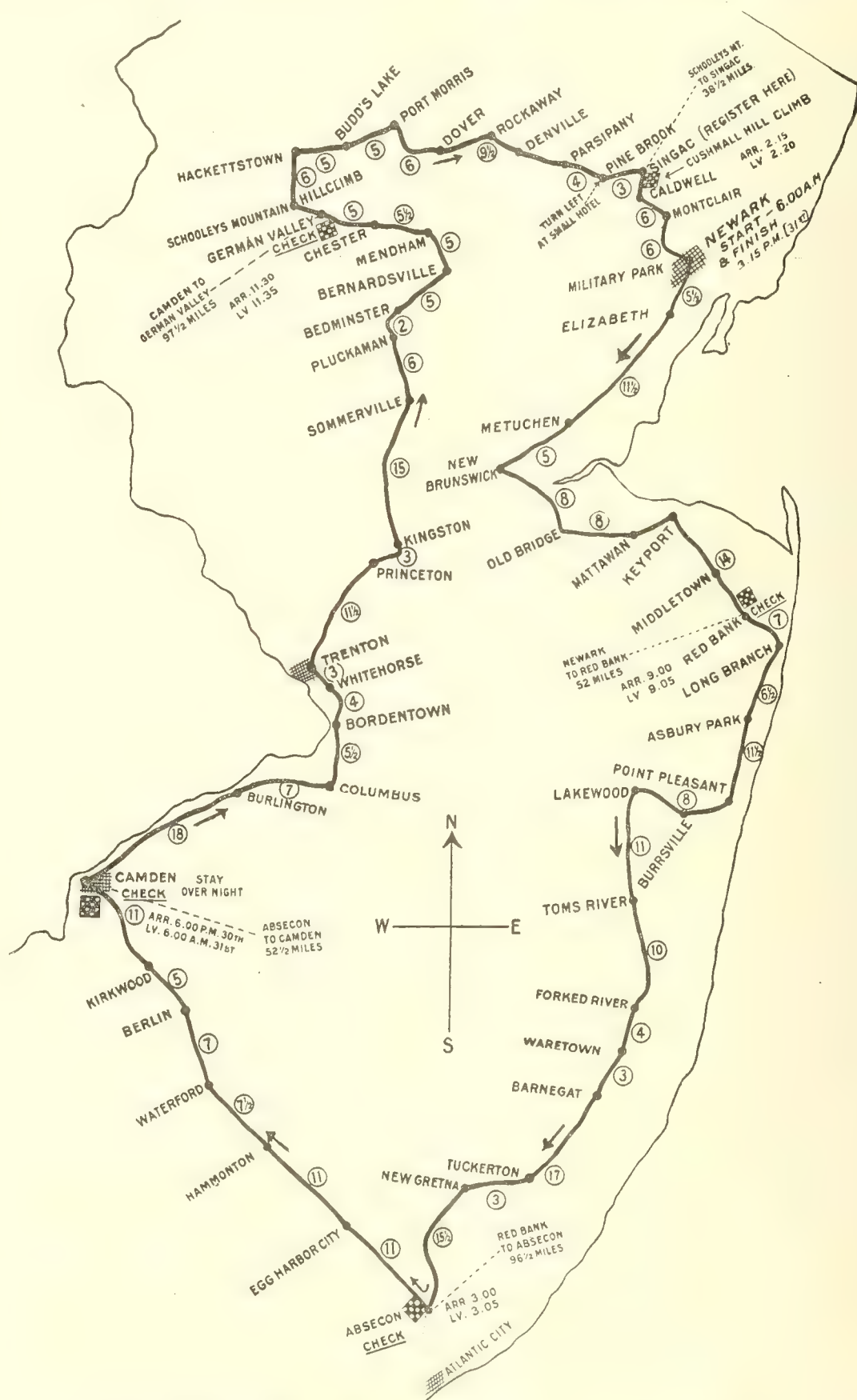
At Absecon the famous White Horse pike will be followed all the way into Camden, and as three hours will be allowed for the 52½ miles ride there should be no damaged scores over this part of the course. The night stop will be at Camden, which is just across the river from Philadelphia, and the machines will be locked up over night until 5.30 Monday morning.

The second day's journey follows the Delaware river as far as Trenton and then bears east, through pretty Princeton with its big trees, and north to Somerville, Bernardsville, Chester and German Valley, the first checking station the second day. The distance from Camden to German Valley is 97½ miles and the contestants must make it in 5½ hours.

From German Valley to Singac, the next leg between checking stations is really the most picturesque part of the entire route. Schooley's Mountain, where a hill climbing test will be held, is the first stop, and then Hackettstown, Budd's Lake, Port Morris,

Dover, Denville, Parsipany, Pine Brook and Singac, 2 hours 40 minutes being allowed for the jaunt of 38½ miles over innumerable hills, but hills which can be accomplished on a bicycle. The second hill

ute late at any control and two points for each minute in advance of schedule at controls, while 30 minutes in advance will mean disqualification. The penalties prescribed in each hill climbing test are 25



MAP OF ROUTE FOR NEW JERSEY MOTORCYCLE CLUB'S ENDURANCE RUN

climb will take place at Cushman hill, near Singac. The last leg of the course is from Singac to Newark, about 12 miles, and the riders will check out at 3.15 p. m.

The rules provide that each competitor shall be provided with 1,000 points at the start, penalties being deducted therefrom. One point will be deducted for each min-

points for dismounting and 10 points for failure to make the ascent in the case of single cylinder machines, and 50 points for dismounting and 25 points for failure to make the ascent on multi-cylinder machines.

Gold medals will be awarded for each of the three highest scores, and in the event of a tie the medals will be awarded by lot.

MARATHON PLANS LOOM LARGE

Attractive Prize List Commands Widespread Interest—Public Crowning of Victor One of the Features.

Because of the widespread publicity that is being given it and also because of the unique features incorporated in it, it is more than probable that the First Bicycle Marathon handicap road race to take place at Valley Stream, N. Y., on Sunday, June 13th next, will assume more importance than any event of the kind that has been held in America within the last decade.

Entry blanks were issued only last week but the race committee already has received requests for blanks and promises to enter from riders in Buffalo, Niagara Falls, Batavia, Rochester, Syracuse, Atlantic City, Philadelphia, and Baltimore. The Racycle Club of Baltimore, through its secretary, states that it will enter a half dozen of its fastest riders, and reports from other directions are most encouraging.

Although it was impossible to publish a complete list of prizes upon the entry blank, more than 60 prizes are named, and despite the fact that the trade, as a whole did not respond very well, the committee expects this list to be considerably increased within the next two weeks.

In order to make a fast race the Roy Wheelmen, who are promoting the affair, have decided to eliminate time prizes and to so handicap the riders that a scratch man will have just as much chance of winning the twin cylinder Reliance motorcycle that is offered for first prize as a limit rider, provided he rides according to his ability. The second prize is a Columbia racing bicycle, an Emblem racing bicycle is third, and a Racycle bicycle is fourth, the other prizes being apportioned by value.

The ruling feature of the race, and one that should attract many new riders is the big list of special prizes that has been offered. A. G. Spalding & Bros. have donated three handsome medals—gold, silver and bronze—to the first three school boys that finish the race, irrespective of the order of finish, so that it will be possible for a rider to win both the motorcycle and one of the medals. In addition to these medals, the order for which went to Dieges & Clust this week, the Eclipse Machine Co. has donated an Eclipse coaster brake to the second school boy that finishes the race.

S. H. Barnett, the official handicapper, has offered a silver loving cup to the first messenger boy that finishes, and Samuel R. Morrison, president of the Tiger Wheelmen, also has put up a silver loving cup. The Morrison Trophy will be given the first out-of-town rider, exclusive of the Metropolitan district, who crosses the tape. The first letter carrier to finish will be awarded a Conklin self-filling fountain pen, donated by the Buffalo Specialty company.

Besides those already named there are nine other special prizes, as follows: Set of boxing gloves for the first newsboy; case of Swiss wine to the first rider over 30 years of age; solid gold medal to the rider making the fastest time; solid gold medal to the first member of the Roy Wheelmen to finish; wool bunting American flag to the first member of a military company or regiment to finish; one year's subscription to the *Bicycling World and Motorcycle Review* to each of the first three finishers.

Another feature that will attract considerable attention is the decision of the Pope Mfg. Co. to award a special silver medal to every survivor of the race, mounted upon a bicycle manufactured by that company. These medals will be of original design and doubtless will be highly prized by the winners as such an award has not been made in any bicycle race in many, many years. At first it was intended to give bronze medals, but since the entry blanks were printed, the Pope Mfg. Co. decided to give silver instead of bronze medals.

Not a little glory will attach to the winner, according to the chairman of the committee, who states that he has made arrangements with William Morris, Inc., the vaudeville manager, to have the winner of the race introduced to the audiences and publicly crowned at both the American and Plaza Music Halls. This crowning of the Marathon victor will take place on Monday night, June 14th, the day after the race, and an appropriately lettered laurel wreath will be designed by Maurice Rosenblum, the club's florist.

Another notable achievement was made by the committee this week when it succeeded in having the First Bicycle Marathon made one of the features of the Queensboro Bridge Celebration, which is on the calendar for June 12 to 19. The celebration begins on Saturday, but as there was no program for Sunday, the Roy Wheelmen immediately got busy, and had the race made the feature of that day.

Program for Queensboro Century.

Daniel M. Adey, president of the National Cycling Association, and also of the Century Road Club Association, has been selected to pace the first Queensboro Century of the Amsterdam Wheelmen, to be held on Sunday, June 27th. Unlike most century runs the Queensboro will have only one division and the pace will be limited to 12 miles an hour. The run will start from Columbus Circle, New York City, at 7 a. m., and proceed to Jamaica across the new Queensboro bridge. The first checking station will be at Freeport and the next at East Islip, where the dinner stop will be made. The checking station upon the return trip will be located at Valley Stream. As this will be the first century run that has started and finished in Manhattan for some years it doubtless will attract considerable attention as "Chief Press Agent" Bob Lawson is "boosting" the event night and day.

GERMANS BACK STRIKING RIDERS

Vast Crowd Attends Meet for Their Benefit in Berlin—Only a Handful at "Father" Knorr's Steglitz Meet.

The fight between the German riders and their friends and the Verband Deutscher Radrenbahnen, the controlling organization in Germany, which has been raging for several weeks, likely soon will be settled to the satisfaction of all concerned.

According to reports from abroad the Verband held a meeting in Berlin two weeks ago and after discussing the situation thoroughly, it was decided that the Verband had acted too hastily in suspending Bader for three months, and although no official action was taken it virtually was decided to raise the suspension of the riders affected and thus restore harmony.

That the boycott instituted by the riders against "Father" Knorr and his Steglitz track, as reported in last week's *Bicycling World*, was not without its serious aspect was demonstrated on Easter Sunday. Despite the fact that the riders were under suspension the owners of the Spandau track in Berlin promoted a meet for their benefit and the Berliners turned out more than 15,000 strong to see the racing. Bader, who caused the trouble with the Verband, won the 2,000 meters scratch race from Kudela by a length, Peter being third. Theile, Tommy Hall and Robl contested the paced race, the finish being in the order named.

The Steglitz track opened on the same day, but the attendance was less than 800 and the races consequently uninteresting because of a lack of well known riders. Rain interrupted both meets, the programs being resumed on Monday, 12th inst., when it again was demonstrated that public opinion is with the striking riders, for the same large crowd attended the meet at Spandau, while the Steglitz track attracted less than 1,000 persons. At the Spandau track Theile defeated Ryser, Stellbrink and Stol in the order named, the 75 kilometers race going to Stellbrink, with Ryser second and Theile third.

The card at the Steglitz track was an hour race between Verbist, Demke, Moran and Dickentmann. Moran had signed the paper in which the riders agreed to not ride at Steglitz this season, but because he was offered a large bonus he "jumped the fence" and went over into the Knorr camp, thereby incurring the disfavor of all his associates. Verbist won the race by covering 70 kilometers 330 meters in the allotted time, Demke was second and Moran third.

Hedspeth Captures an Easter Event.

"Woody" Hedspeth finished first in the international scratch race at Charleroi, France, on Easter Sunday. The American negro won his heat easily and in the final defeated Charlot and Legrand.

Until, years ago, the

Indianapolis

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were rendered available there was no satisfactory tire for motorcycles, which is to say that there was no genuine satisfaction in motorcycling. They made it a "surefooted" means of locomotion.

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FROM AMERICAN RIDERS ABROAD

Butler Outlines His Plans and Says Good Words for His Compatriots—De Mara Reports Good Prospects.

"I rode here yesterday in a race against Arthur Vanderstuyft and Gombault," writes Nat Butler, the American who has defeated every pace follower of note in Europe, in a letter from Brussels, dated March 29th. "The race was run in heats of 30 and 50 kilometers, and I managed to win both heats in spite of having had a bad fall the day before. Vanderstuyft was second in each heat.

"The old break in my collarbone has loosened and is giving me a little trouble. Nevertheless, I expect to ride in Paris next Sunday in the Golden Wheel Race against Parent, Darragon, Guignard; in fact, all the 'bad ones.'

"I ride again in Paris April 12, at Brussels on the 25th, Koln, Germany, May 2d. There are new pacing regulations in Germany this year, much the same as in France, so if they continue to ride that way I probably will remain in that country for some more races. However, if they begin to use the old protection, by which they went along at a mile a minute, I shall not care to stay. Of course, they pay big money, but when there is so much danger, what's the use?

"The six days race at Berlin was a big success, both for the management and for the riders. The actual prize money was not as much as in New York, but individually the 'boys' received more, and as the race was not as hard everybody was satisfied.

"I don't suppose I can tell you very much news, as I myself get European news from the *Bicycling World*. Be sure and remind me when my subscription expires as I don't want to miss a number.

"Moran, Macfarland and Clarke are always riding good and all have good chances to remain here through the summer. I do not know at this time what their plans are, however."

The same mail brought a letter from Walter De Mara, the young American who was compelled to abandon the German six days race because of injuries. Relative to that De Mara writes:

"I fell three times and the last fall put me out. Three hours afterward I tried to ride, but I couldn't sit on my bicycle, so that put me out of the six days race.

"I expect to do pretty well as soon as I get used to things over here in France. I have just closed a contract with a French bicycle firm to ride their machines. Besides a small regular salary from the company and my appearance money I am to get in addition from the bicycle company 45 per cent. of what prize money I win, besides the prize money from the track people. By the time this letter reaches you I will have

closed a similar contract with a tire company. I hope to give a 'good account of myself.'"

Paris-Roubaix Race a Big Surprise.

One of the biggest surprises that ever was manifested in the famous Paris-Roubaix road race occurred on Sunday, 11th inst., when Octave Lapize won the 14th annual event, from a field of 104 starters, 47 of whom finished. Lapize covered the distance of 171 miles in 9 hours 3 minutes 30 seconds, defeating Trousselier by a half length at the finish. The first five finishers were bunched, Masselis being third, Vanhouwaert fourth and Faber fifth. One



of the finishers was the American negro, W. F. Ivy, who once won a 30 miles amateur handicap road race in this country. Ivy finished 28th. Last year's race was won by Vanhouwaert.

Suspended Foreign Riders Win Races.

Despite the fact that they are under suspension, Ryser, Stellbrink, Stabe and others were allowed to compete at the reunion at Nurembourg, Germany, on April 11. Stabe won the 10 kilometers race from Pawke, Jacquelin and Schreiner, and Ryser, Stellbrink, Di Majo and Stol finished in the order named in the 10 kilometers paced event. In the hour paced race Ryser won with 79 kilometers 160, Stellbrink being 200 yards behind at the finish. Stol was third and Di Majo fourth.

Fifteen Thousand at Ypres Reunion.

The reunion at the Ypres track in Belgium Sunday, 4th inst., was a notable occasion, more than 15,000 spectators being in attendance. The principal event was a 75 kilometers paced race between Arthur Vanderstuyft, Plattau and Von Schoonhoven, Vanderstuyft finishing first and the others in the order named.

RULES FOR SAFER MOTOR RACING

New Regulations Concerning Equipment to Prevail on German Tracks—Patterned After Those of France.

In an effort to prevent a recurrence of the catastrophies that have occurred in paced races during the past few years, rules governing the equipment of pacing motorcycles were first adopted in France and this season for the first time are to be enforced in Germany. The rules, which in time may be universally adopted, are as follows:

1. Roller—To be 20 centimeters (7.8 inches) from the wheel and 30 centimeters (11.8 inches) from the ground.

2. Handle bar—Extreme ends of handles limited to the vertical plane passing over the axle of the rear wheel.

3. Saddle—The rear of the saddle must be in a line above the rear part of the wheel.

4. Foot-rests—To consist of a board 50 millimeters wide and 15 millimeters thick.

5. Pulley—To be not more than 10 centimeters (3.9 inches) thick and 50 centimeters (19½ inches) in diameter.

6. Brake—Working on pulley and its pedal not passing the foot rest toward the rear.

7. Plate—One piece of sheet iron cut oblong, measurements 30 centimeters (11.8 inches) wide and 70 centimeters (27½ inches) high, fixed symmetrically between the motor and the rear wheel.

8. Accumulator and coil—The accumulator and coil must be set against the upper part of the sheet iron plate, both within the edges of such plate. The sizes of neither shall exceed in height 16 centimeters (6.2 inches); length, 12 centimeters (4.7 inches); width, 12 centimeters. These accessories must not extend toward the rear of the vertical plant tangent to the pulley or within 25 centimeters (9.8 inches) in front of the axle of the wheel.

9. Oiler—The oiler must be placed behind the left box (accumulator or soil) and be within 15 centimeters (5 inches) of the center of the machine. If round, it must be placed lengthways so as to offer the least protection.

10. Sundry Accessories—Saddle, oil tube, etc., must be disposed of so as to offer the least possible shelter to the rider; any part of the machine equipment which can be replaced by one offering less protection will be considered irregular.

11. Tank—The tank must be cylindrical and placed horizontally. Its diameter must be less than 25 centimeters (9.8 inches).

12. Costume—Vest, trousers and leggings furnished by the velodrome. Buttoned vest and buttoned trousers held in place by suspenders. Under the vest the pacemaker may wear a sweater which cannot be pulled out at the collar or at the bottom; the sweater must be a perfect fit to the body and the sleeves not turned up at the wrist. The leggings also must be a perfect fit.

Any infraction of these rules will result in the immediate disqualification of the rider.

Easter Prize Goes to Guenther.

Peter Guenther won the Grand Prix of Easter at Cologne on April 11. Oscar Schwab was one of the contenders, but he finished second in the first heat and third in the second heat.

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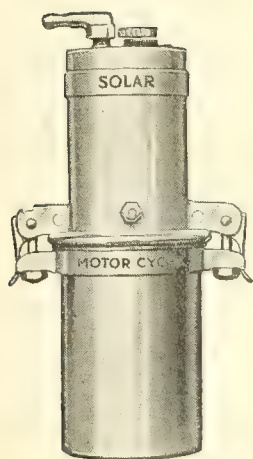
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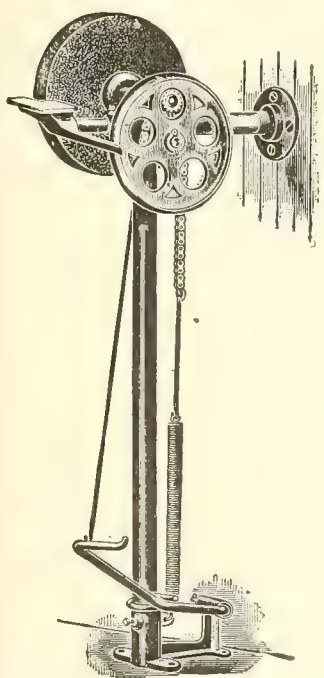
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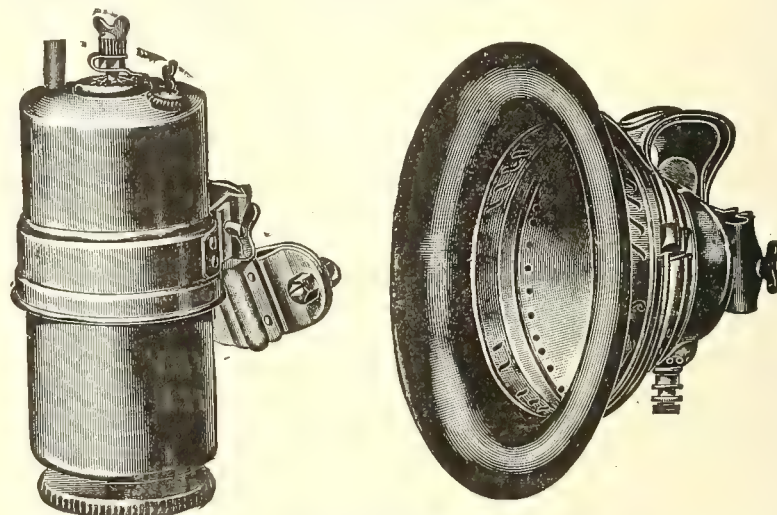
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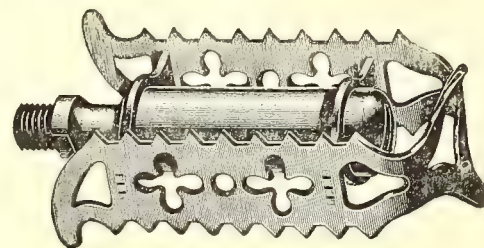
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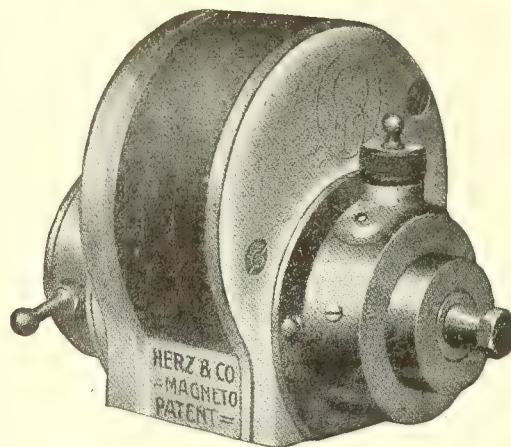
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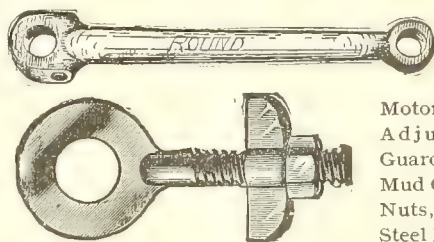
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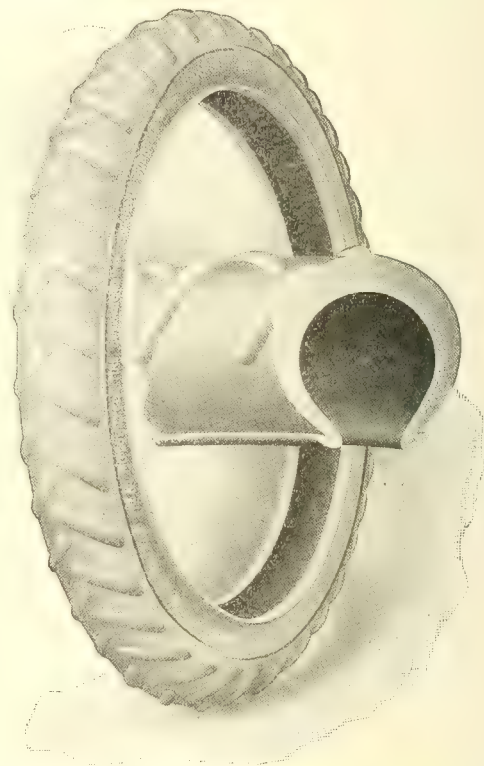
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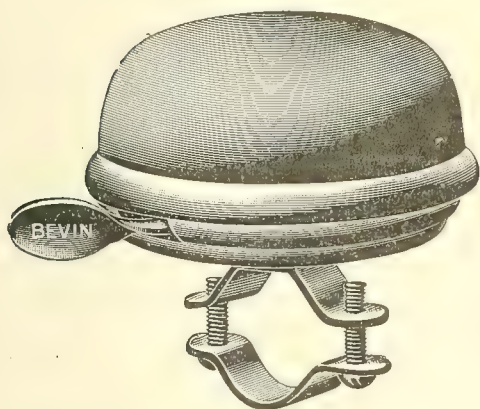
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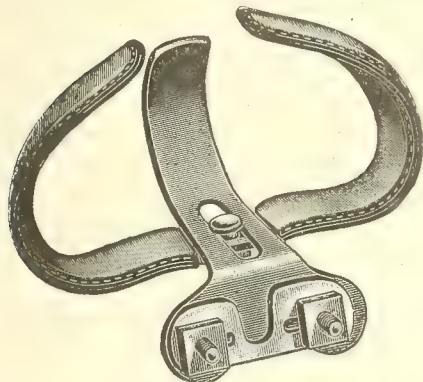
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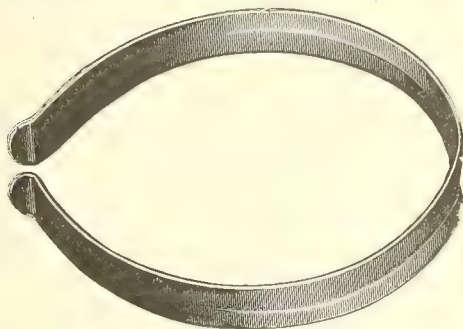
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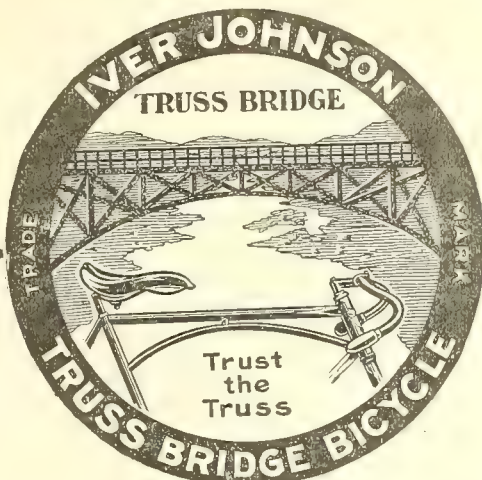
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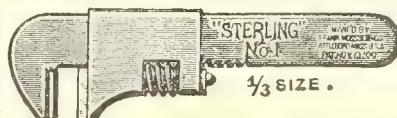
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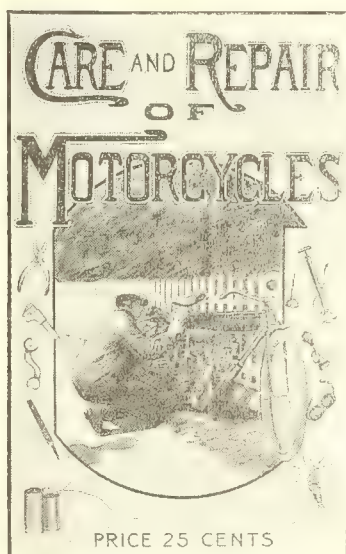
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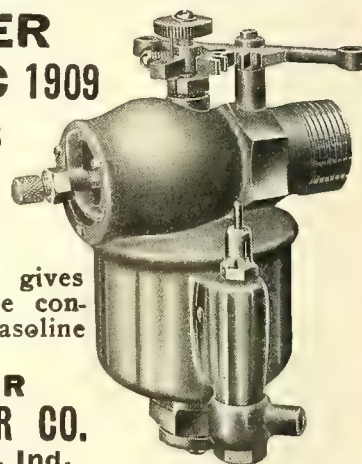
MORSE CHAIN CO., Ithaca, N. Y.

**HEITGER
Model C 1909**

for Motorcycles

Gasoline feed
mechanically
controlled, by
being connect-
ed to throttle, gives
full power, fine con-
trol, and low gasoline
consumption.

**HEITGER
CARBURETER CO.**
Indianapolis, Ind.



TO THE LIVE MAN

interested in cycling or motor-
cycling who realizes the value of
keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY

154 NASSAU STREET, NEW YORK

Enclosed find \$2.00 for which enter my subscription to
THE BICYCLING WORLD AND MOTORCYCLE REVIEW
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BI-CYCLE GAS Contained & Separate Generator



THE *20th Century* MOTORCYCLE SEARCHLIGHTS

Mangin Lens Reflectors,
Split Front Glass.

FIRST IN STYLE AND QUALITY AND FIRST IN THE
HEARTS OF THE MOTORCYCLISTS.

Send for Complete List, Lamp Bracket Attachments, each and all Motorcycles.



Lamp No. 102. Bracket No. 14 3/4.

Automobile & Boat Lamps (See Catalogue) 20th Century Mfg. Co., 19 Warren St., New York City

IF INTERESTED IN LIGHTING & COOKING ABOARD BOATS Or in COUNTRY HOUSES

Send for literature. 20th CENTURY New & Simplified PROCESS GAS



WE GUARANTEE to end your TIRE TROUBLES by the use of

TIRESELE

the best proposition on the market. Write for BOOK-LET. Agents wanted.

Address communications to

THE TIRESELE CO.,
Manufacturers,
N. Y. Office, 1777 B'way, 53-55 Bank St., Newark, N. J.

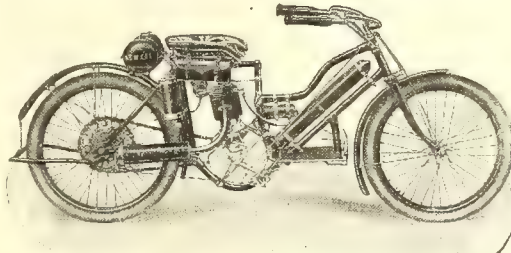
NEW ERA AUTO-CYCLE

Two Speeds, Free Motor, Hand Cranked.

Manufactured by

THE NEW ERA GAS ENGINE CO.,

2 Dale Ave., DAYTON, OHIO.



TORPEDO MOTORCYCLES

We are offering the following models for 1909:

Model B, 2 3/4 H.P. \$190.00
Model C, 3 H.P. 225.00
Model G, 3 H.P., with rear spring. 250.00
Model F, 5 H.P., twin cylinder.... 275.00

Can furnish Magnetos if so desired. Write for catalog.

THE HORNECKER MOTOR MFG. CO.,


Geneseo, Ill., U. S. A.

Unterberg & Helmle Magnetos

are reliable.

J. S. BRETZ CO., Sole Importers,

Times Building, New York City.



SPROCKETS


We Make a Specialty of High-Grade Sprockets for the Cycle Trade

HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

GIBNEY WRAPPED TREAD BICYCLE TIRES

WRITE FOR PRICE LISTS AND DISCOUNTS

JAMES L. GIBNEY & BRO.
PHILADELPHIA




American Motorcycles

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

American Motorcycle Co.,
Wells & Seigel Sts. CHICAGO.

Metric Separable Indestructible Mica Plug, \$1.50
(Trade **STA-RITE** Mark)
Ignition Plugs are now repaired perpetually, free of charge, when returned to factory, because "They Stay Right the Longest."

THE R. E. HARDY CO.,
(Incorporated 1900)
Factory, 201 37th St., BROOKLYN, N. Y.
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BICYCLE GOODS

Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.

NEW YORK SPORTING GOODS CO.
17 Warren Street, New York.

THE OLD PHILADELPHIA HOUSE

Our Catalogue is ready and will be mailed for the asking.

GEO. W. NOCK CO.

Jobbers of

BICYCLES and SUNDRIES

126 N. Fourth St. PHILADELPHIA.



IDEAL PLATING CO.
Marlboro, Mass.

Greatest Variety - All Sizes

SPROCKETS

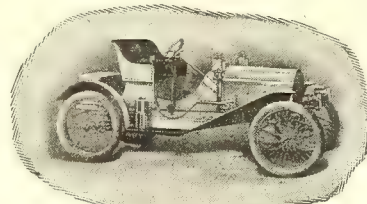
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EVERY LIVE DEALER sells

Duckworth Chains

Whether for bicycles or motorcycles they always are in demand, and not to carry a stock of them is to lose business. Duckworth Chains are the standard.

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THE METZ PLAN CAR

\$350

Buys this \$600 Car equipped with Bosch Magneto.


Send for book "I."

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Also All Metal Parts for Bicycle Construction

JOHN R. KEIM MILLS, (Inc.) Buffalo, N. Y.



THE B. & S. MODEL "B"



is the correct wrench for your motorcycle. Write for circular.



"Quick to use, and Accurate"

"ECLIPSE" Battery Ammeter

0 to 30 Amperes

Testing your batteries saves lots of trouble. This indicates in EITHER direction. \$3.00.

Eldredge Electric Mfg. Co.
3 P. O. Sq., Springfield, Mass.



ENOUGH **F. N.** SAID



Empire Tires

WEAR LONGEST

EMPIRE AUTOMOBILE TIRE COMPANY, - TRENTON, N. J.

BRANCHES—Newark, 264 Halsey St.; Detroit, 842 Woodward Ave.; Boston, 292 Devonshire St.; Chicago, 20 La Salle St., 1301 Michigan Ave.; New York, 73d St. & Broadway, 148 Chambers St. **AGENCIES**—Pittsburg, Consumers' Auto Supply Co.; Kansas City, Mo., Empire Tire & Rubber Co.; Atlanta, Ga., Dunham Rubber Co.; Cleveland, O., Motor Supply Agency Co.; Norfolk, Va., Wm. H. Grover; Denver, Denver Auto Goods Co.; Jacksonville, Fla., Savell Rubber Co.; Philadelphia, Penn. Auto Supply Co.; Los Angeles, Cal., Pacific Elec. Wks.; Buffalo, N. Y., Empire Sale Co.; Minneapolis, Empire Tire & Rubber Co.; Savannah, Ga., Harris Tire Co.; New Orleans, La., H. A. Testard; Portland, Me., Jas. Bailey Co.; St. Louis, Mo., Gorman Bros.; Toledo, O., Nagel Electric Co.

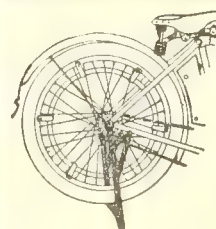
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QUOTATIONS WANTED ON

**100 JOBBING BICYCLES
PARTS AND SUNDRIES**

The Gulf Coast Jobber

E. E. HARTFORD, Port Arthur, Texas



Patented 1909

QUICK ACTION Motorcycle Stand

Raised or lowered instantly with the foot. Perfectly rigid. Absolutely Reliable.

QUICK ACTION Motorcycle Repair Pedal

Carried in tool bag or pocket to replace a broken pedal.

MANUFACTURED BY

HENRY T. ADAMS COMPANY

6846 S. Park Avenue, Chicago.

WRITE FOR PARTICULARS

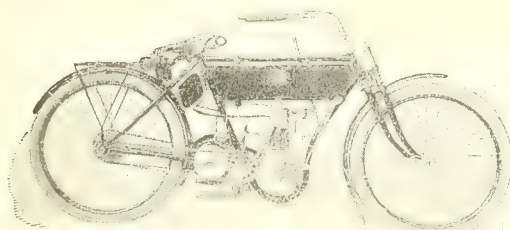
For Sale by Most Jobbers



Patent-applied for

THE 1909

MINNEAPOLIS TWO SPEED

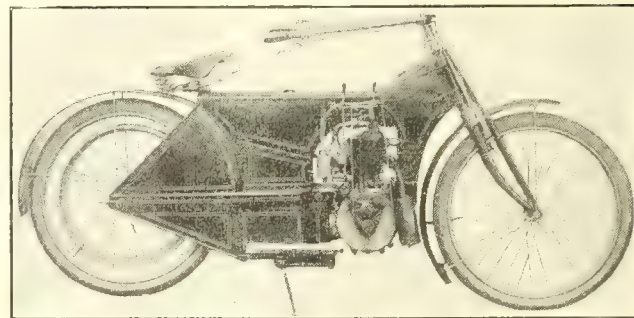


Thor Motors and
Equipment.

**MINNEAPOLIS
MOTORCYCLE CO.**

517 South 7th St.
Minneapolis, Minn.

THE MIDGET BI-CAR



WALTON MOTOR COMPANY, Inc., Lynbrook, L. I., N. Y.

So Good They Imitate It

The great success of the

SPLITDORF
Motorcycle Plug



has led to numerous imitations, none of which
are proving satisfactory.

When purchasing a plug, be doubly sure for your own protection that the SPLITDORF trade-mark is stamped thereon. Absolutely guaranteed against defects.

C. F. SPLITDORF, 261 Walton Avenue New York
BRANCH — 1679 BROADWAY

**Show
Me**

That is what we like to hear because that means a man is open to conviction.

We want to "show you" that we have the neatest designed, most powerful and lightest (consistent with strength) motorcycle on the American market.

Write us and we will be glad to "show you."

ARMAC MOTOR CO.

472 Carroll Ave.

Chicago, Ill.



Kokomo Tires

will

Sustain the Reputation

of any bicycle

(or motor bicycle)

and

Earn Good Will

for every dealer
who sells them

They've been doing
it for many years



Kokomo Rubber Co.,

Kokomo, Ind.

MORGAN &

Bicycle Tires

Since the pioneer days of the bicycle, Morgan & Wright tires have been everywhere known by both dealers and riders as "Good Tires."

Good Tires for the dealer. The customers' satisfaction resulting from their sales enables him to easily get and keep a firm hold on the local tire business.

Good tires for the rider. Their uniformly dependable qualities and long life help him to get the fullest enjoyment out of his "bike" at a minimum cost.

Morgan & Wright tires for 1909 will be the "best ever." Our splendid plant at Detroit (recently increased by 20%) gives us ideal facilities for perfect workmanship and prompt deliveries.

This, combined with the highest grade of materials and a knowledge of "compounding" and "tire building" accumulated thru twenty-eight years devoted to the manufacture of rubber goods, is a safe guarantee that our 1909 product will be in every way above reproach.

The reason why 90 per cent. of the inner tubes sold are Morgan & Wright tubes is undoubtedly known to you. They will be better than ever this year.

Our 1909 catalog giving complete information in regard

Morgan & Wright Tire

MORGAN & WRIGHT

WRIGHT

Motorcycle Tires

In one short year unquestionably proved their claim to the official Morgan & Wright title "Good Tires."

Placed on the market a year ago, they immediately jumped to first place. At the end of the season they were the most popular tires on the market.

They exactly "filled the bill" for the dealer who realized that better tires would greatly increase the popularity of motorcycles; for the rider who disliked the continual tire trouble and heavy maintenance bills which had been the motorcyclists' lot previous to that time.

A year of thoro testing showed but a few minor points where a betterment could be made. These have been made.

Our 1909 tire will be built out of the same heavy woven fabric and by the same auto tire methods of construction that brought them so rapidly into favor last year.

1909 will be another Morgan & Wright year.

Made in Single and Double Clinch. Corrugated, Bailey and Basket Weave Treads.

Our line of tires and accessories may be had for the asking.

Are Good Tires

DETROIT, MICHIGAN

MORGAN & WRIGHT

Bicycle Tires

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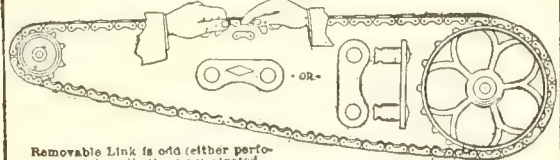
1909 will be another Morgan & Wright year.

Made in Single and Double Clinch. Corrugated, Bailey and Basket Weave Treads.

our line of tires and accessories may be had for the asking.

LOOK OUT FOR IMITATION DIAMOND REPAIR LINKS!

"DIAMOND" REPAIR LINK. A SIMPLE AND EFFECTIVE DEVICE. A QUICK METHOD OF ADDING A LINK OR REPAIRING A BREAK.




Removable Link is odd (either perforated or plain), all others are riveted.

READ DIRECTIONS CAREFULLY.

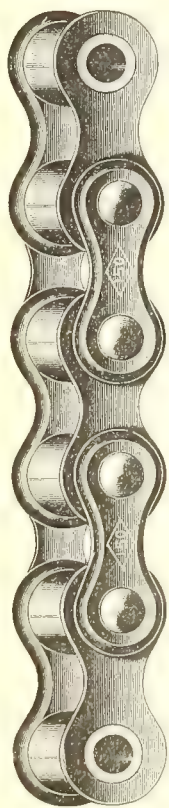
TO DISCONNECT—Slacken chain, grasp on each side of link; draw forward, using thumb as fulcrum, remove side plate with index finger.
TO CONNECT—Force free link back with thumb—HEAR IT SNAP.

BICYCLE SIZES.		AUTOMOBILE AND MACHINERY SIZES.	
Packed in boxes—2 links in each box.		LIST PRICE EACH	
LIST PRICE:		No. 101	.10
Per dozen boxes	\$1.20	No. 103	.10
Per gross boxes	14.40	No. 105	.25
ORDER BY NUMBER.		No. 103	.25
No. 0	3/4 x 1 1/4	Nos. 155 & 156	.25
No. 1	3/4 x 1 1/4	Nos. 151 & 152	.30
No. 2	3/4 x 1 1/4	Nos. 157 & 158	.40
No. 3	3/4 x 1 1/4	No. 159	.50
No. 4	3/4 x 1 1/4	No. 157	.70

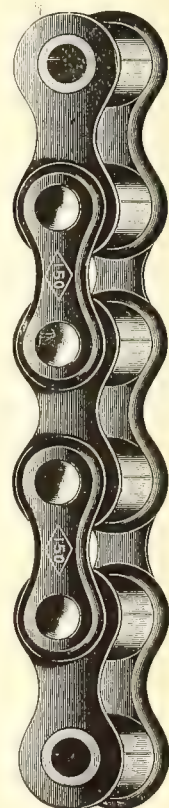
For Prices on Bolts and Nuts see List of Parts.

Unscrupulous makers periodically try to foist upon chain dealers and users some inferior substitute for our Diamond Repair Link. Like most just-as-goods, these imitations are a worthless combination of cheap material and poor workmanship. Don't be led into disappointment and annoyances by these impositions, but insist upon getting repair links having our TRADE  MARK stamped on the side bar, and see that the package bears the label shown.

The Diamond Repair Link as made by us is perfect as our Diamond Chains, and is the one that can always be depended upon. Infringements will be prosecuted.



DIAMOND MOTOR CYCLE CHAINS



Since we started to use nickel steel rivets and special high carbon steel side bars, we make a lighter, neater and stronger motorcycle chain than ever. These good materials, (made especially for us) and our new hardening processes, give wear proof surfaces that eliminate serious elongation of the chain pitch. If you want the best motorcycle chain ever made, one that is good for long life, in spite of bad weather and rough roads, get our No. 150 shown herewith.

Diamond Bicycle Chains need no introduction. We've been turning out the most and best bicycle chains ever since we originated the bicycle chain industry. You will find Diamond chains on the better grades of wheels everywhere, and for sale by all progressive supply dealers.

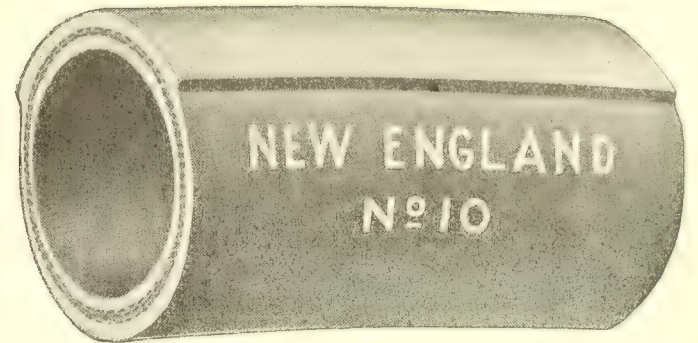
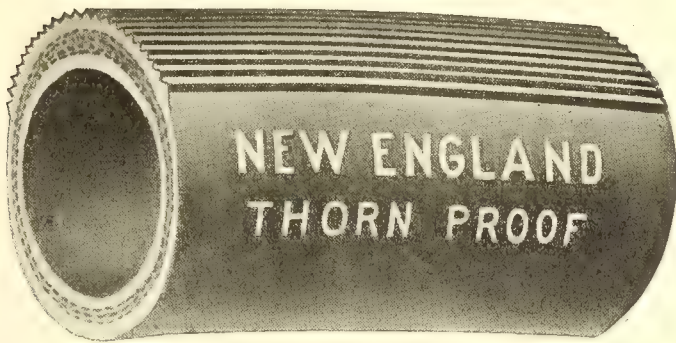
DIAMOND CHAIN & MFG. CO.

Capacity 8,000,000 feet per year

141 WEST GEORGIA STREET

INDIANAPOLIS, IND.

NEW ENGLAND Bicycles —AND— Tires



The tires to always have in stock. Best value for the money in the market today. Ask the dealers and riders who have used them for the last three years. Write for price list on full line of **NEW ENGLAND TIRES.**



THE New England Racer

The only bicycle in the world properly built for **SPRING RACING** on small board tracks. Circulars and price on application.

The largest stock of bicycles and bicycle goods in New England. We occupy 3 floors in our new building, 160x140 feet. Plenty of room and plenty of stock. New England Distributors for the **HUDSON** bicycles—they need no introduction. Their records of the past speak for themselves. If you want goods quick—try us. Our April price list now ready.

J. W. GRADY & CO. 68 High St. **WORCESTER, MASS.**

COASTING'S EXHILARATION

need not be marred by mechanical complications—

FORWARD PEDALING

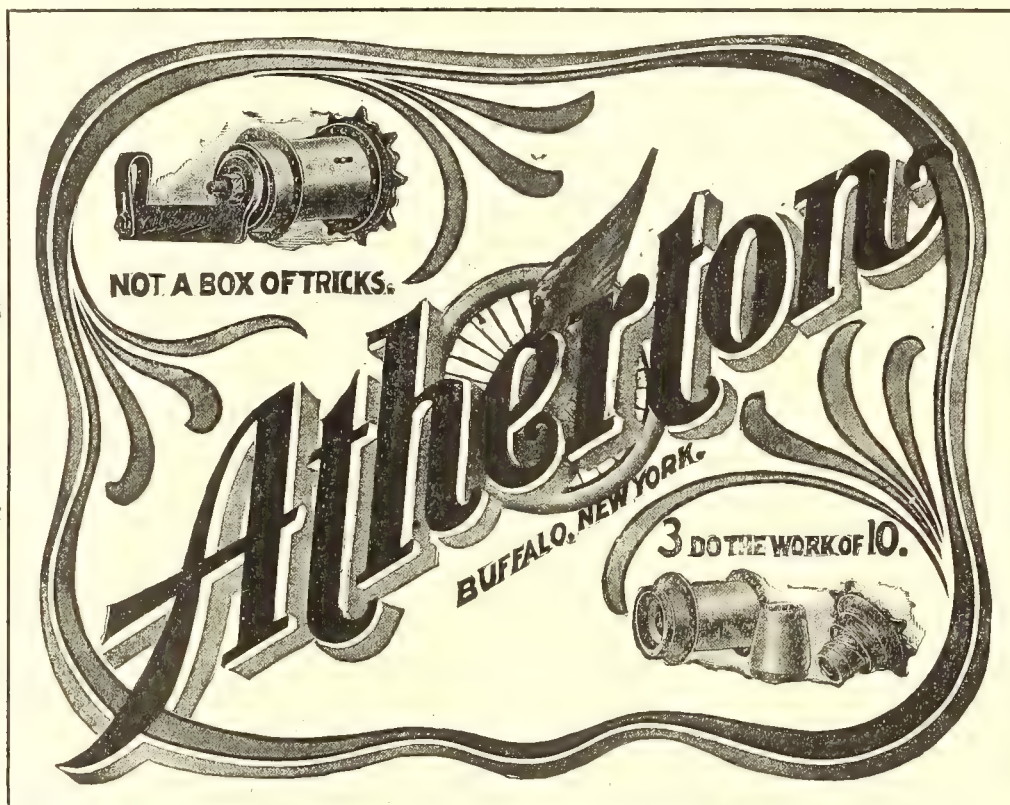
need never be hampered by a dragging friction in the coaster brake—

BRAKING ACTION

need never be too binding or abrupt in application—

YOUR COASTER BRAKE ITSELF

need not be an intricate box of tricks, instead of a single, strong, efficient mechanism—

BECAUSE YOU CAN BUY THE

The Atherton Coaster Brake abolishes all the numerous delicate parts common to the so-called "old-line" coaster hubs. It is as frictionless as a solid hub in forward pedaling or free coasting, but powerful in braking action to just the degree you may want.

For Sale by Leading Jobbers and Dealers Everywhere

D. P. Harris Hardware Company

Distributors to the Manufacturing, Jobbing and Export Trade Only

48 Warren Street

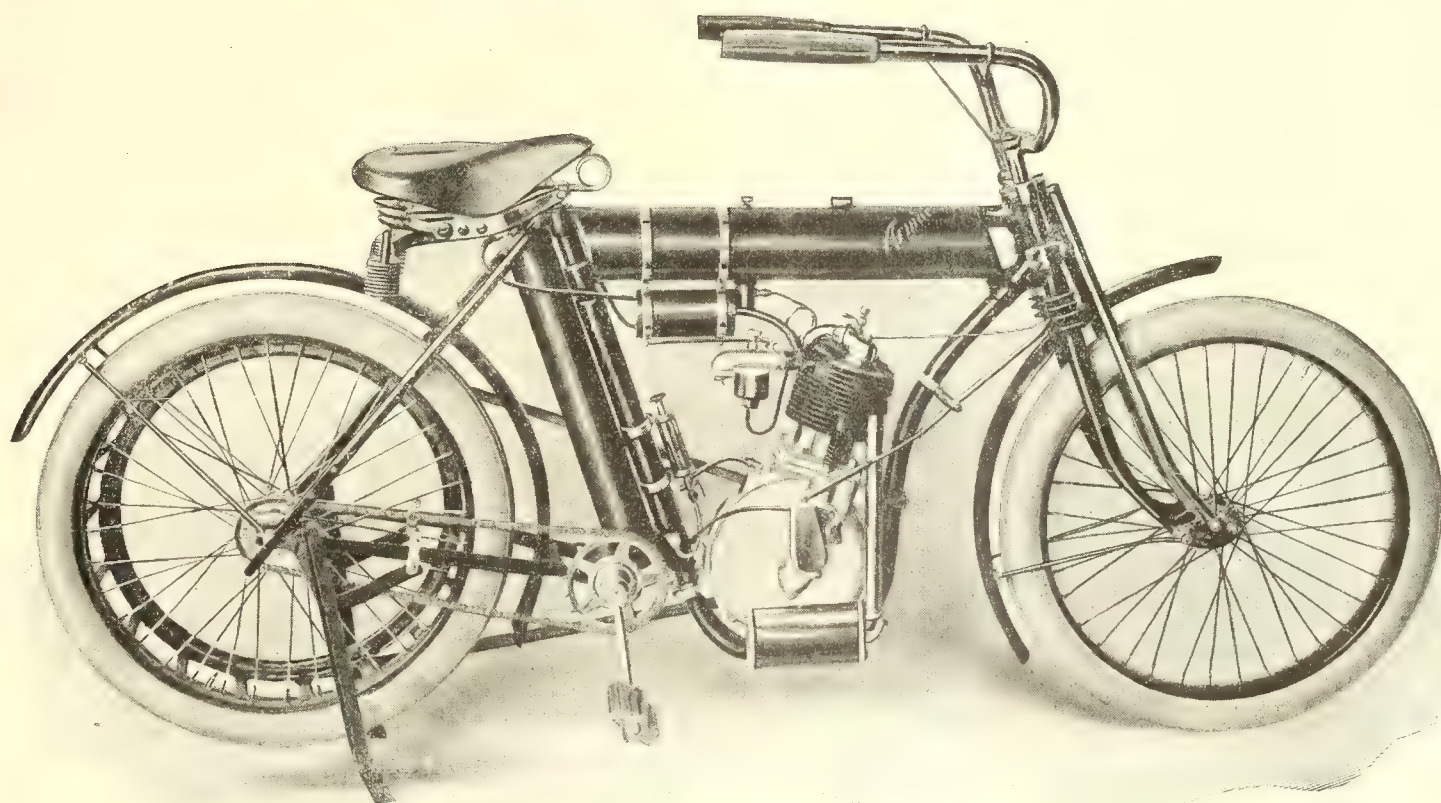
New York

ARMAC

THE

Bulldog Four

The Motorcycle for People
Who Think Before They Buy



**Low Saddle Position, Double Grip Control, Our
World Famous Frame and Powerful Engine.**

Our three horsepower single and six horsepower twin cylinder are selling very fast. You had better get one NOW. Write for our advance sheet and agency proposition.

ARMAC MOTOR CO., 472 Carroll Ave., Chicago, Ill.



FAMOUS

Pope Bicycles

THE POPE LINES comprise machines specially designed for *every kind of service*—for the rider who seeks recreation and healthful exercise, the man who daily rides to and from his work and for the racer who rides for fame or money. They offer the greatest range of prices, the greatest number of distinctive designs and the widest variety of equipments. The advantages of such selection will appeal to every dealer and to every individual rider. The dealer can meet the requirements of practically every customer and the rider can select the machine best suited to his purpose.

Variety Most Complete

Chainless Bicycles with Two-Speed Gear.

Chainless Bicycles with Cushion Frame.

Racing Bicycles for Track and Road.

Daily Service Bicycles.

Chain Roadsters, in Many Styles.

Bicycles with Double Frame.

Fay Bicycles for Boys and Girls.

From \$20 to \$100.

Promises Made Good

In our initial announcements for the season of 1909 we promised our dealers new models containing unusual improvements, better quality and new equipments—handsome catalogues and printed matter, good office and factory service and an aggressive, helpful policy. Every dealer will bear us out in the statement that all these promises have been kept to the letter.

There are those who have been satisfied to go on year after year making the same old machines. Had *we* been satisfied with this policy the splendid 1909 Pope models would have no existence. No better proof of an energetic, wide awake policy could be asked than the production of these new machines at a time when others were content to perpetuate old models.

The Pope Mfg. Company

VICTORIOUS **Pope Bicycles**

TO THOSE who have followed the racing events of the past few months the use of Pope wheels by the majority of the fastest men must have a significance. At the same time that we have been making the most reliable of roadsters we have been turning out racing bicycles which, with few exceptions, have been the selection of the prominent racers. There can be no other reasonable conclusion than that these men choose the bicycles which in their minds are the most reliable, the easiest running and the best adapted to their purposes. Here are a few records that speak for themselves.

Records That Count

MacFarland and Moran won the 6 Day International Bicycle Race at Madison Square Garden, December 7 to 12, 1908, making 2,737 miles and Breaking All Records.

E. J. Collins—World's Record for Auto-Paced Mile—.58 3-5 seconds.

Hugh McLean, American Champion Pace Follower, defeated the English Champion Wills in 20-mile motor paced race.

MacFarland makes best all-round showing for year 1908.

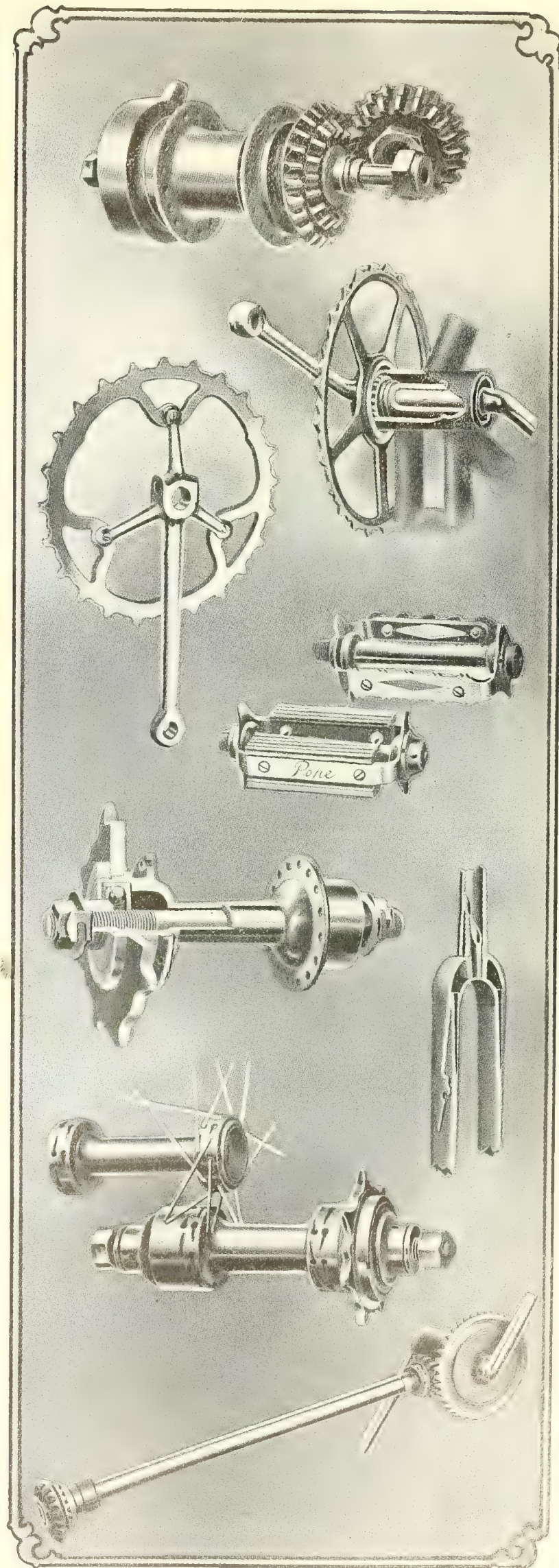
Sylvain Segal wins Century Road Club Association Century Competition in 1908.

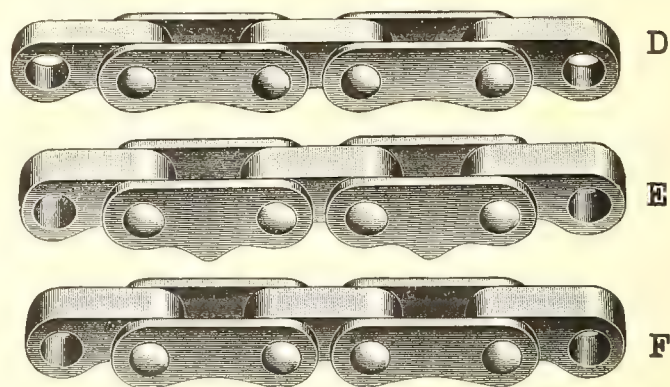
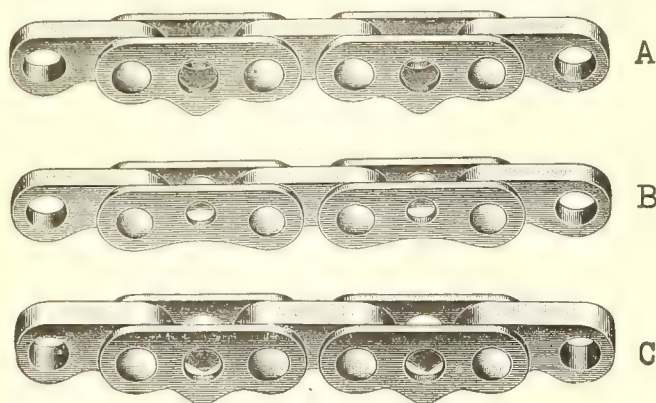
A Factory—Not an Assembling Shop

The Pope bicycle factory at Westfield is unquestionably the largest and best equipped bicycle factory in the world, containing the finest and most modern machinery for turning out the complete bicycle.

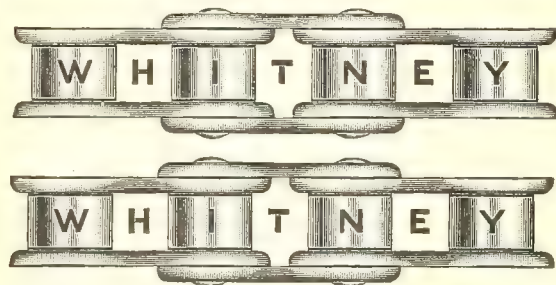
Many other makes are largely turned out from parts and fittings bought outside from various sources and merely put together in the factory from which they are sold. When this is understood, the value of bicycles in which every part is *designed* for its particular purpose and not merely *adapted* to it, will be better appreciated. Those interested in fine bicycle construction are invited to visit the Westfield factory.

Hartford, Connecticut

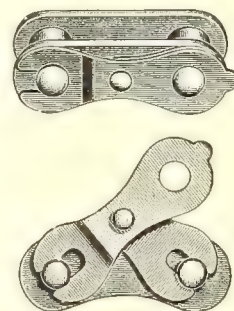




With a new equipment of special machinery and tools we are again making a great specialty of Block Chains for Bicycles and Machine Drives.

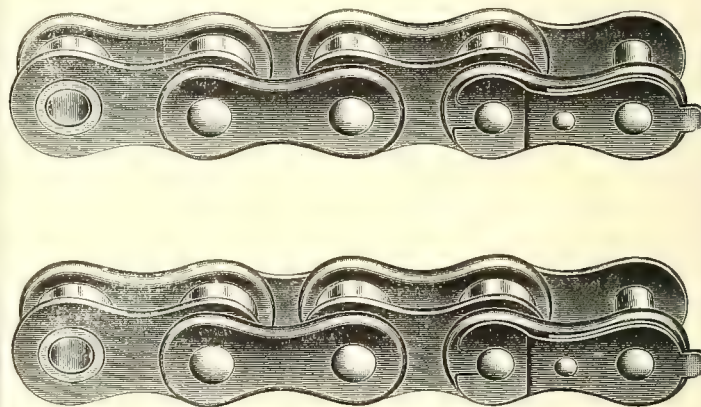


INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
 For Motorcycles, Etc.



New Patent
Safety
Connecting
Links

For Bicycle and
 Motorcycle Chains



"Whitney" Chains

ARE MADE IN ONE
 OF THE MOST
 MODERN OF
 AMERICAN FIRE-
 PROOF FACTORIES

The Whitney Mfg. Co.

HARTFORD, CONN.

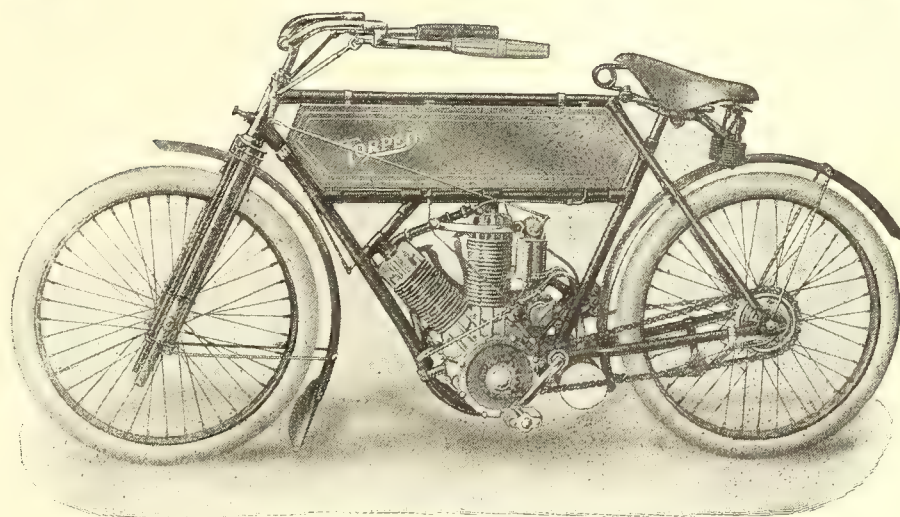


VIEW IN CHAIN DEPARTMENT

Why Hesitate?

Unless you ride the BEST you cannot be a SATISFIED MOTORCYCLIST. You know there can be but one BEST, and that is myself, the TORPEDO. Here is my

PHOTOGRAPH



Model F

TORPEDO

means quality,
and quality
means price

TORPEDO

also means the
() BEST ()

Look me over carefully, MR. RIDER. If I look good to you DON'T HESITATE, but take me by the HORNS and jump upon my BACK. This way you will become my FRIEND, and if you once join my friendship you will find me the TRUEST FRIEND you ever had, for I am a good fellow and will always stay with you. I am handsome, frierdly, true, quick, reliable, and strong. I have never found my match. Get busy and let me send you my photograph.

My name is TORPEDO.

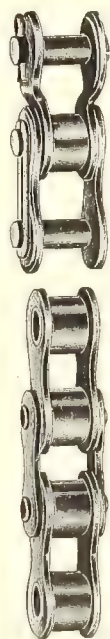
My home is at GENESEO, ILLINOIS.

The Best Way to Avoid Belt Troubles

BELTS IN WET WEATHER.

Belt adjustments in wet weather need very careful tackling indeed—a blunder at the outset may render a cure hopeless, and compel you to walk miles to a station. Be very loth to shorten the belt when it commences to slip in dirty weather. The length is probably all right, it is the condition of the belt and pulleys that make it slip, and if you tighten it it may be too taut, and will probably pull through shortly. Therefore, begin by getting under shelter and mop out the grooves of the pulleys thoroughly, afterwards cleaning the belt perfectly. Both pulleys probably contain accumulations of slimy filth from miles of riding, and if this is gouged out with a screwdriver the belt may afterwards run all right. If you have a long way to go, and the belt still slips after thorough cleaning, you must shorten it, but it is wiser not to cut it. Remove the pedal chain and tighten the belt by means of the draw-bolts in the rear fork ends (if any), thus retaining your full belt length for any future adjustments. When it finally becomes inevitable to shorten the belt, **as you value your chance of getting home on two wheels**, see that the new hole is drilled dead central. To get the belt to grip under the bad conditions, you will have to run it tighter than is fair, and hence "pulling through" is very probable.

The foregoing advice is reproduced from a motorcycle journal published in England, where belt transmission is supposed to have reached a high state of development. Digest it carefully and reflectively and then if you desire



**TO AVOID SUCH DOUBT AND BOTHER
USE THE**

Duckworth Roller Chain

It is not only

The Surest Way to Avoid Belt Troubles

but

The Best Means of Getting the Power Out of Your Engine.

You won't have to "walk miles to a station," "get under shelter," and "mop out grooves," or worry about "hopeless cures," or shortening anything, or drilling holes "deal central," or about not "getting home on two wheels."

The Belt is a Fair-Weather Transmission

The Duckworth Chain is an All-Weathers' Transmission

The Duckworth chain never slips even in the wettest weather. It does not slip on level roads and, what is more important, it does not slip on the hills, and that where the belt slips worst. The Duckworth works and delivers all of the power all of the time.

All of the world's records were made with Duckworth chains and nine-tenths of the hill climbing contests were won with their use.

There probably are more Duckworth-chain-driven motorcycles in use in America than all belt driven motorcycles combined.

BE WISE IN TIME

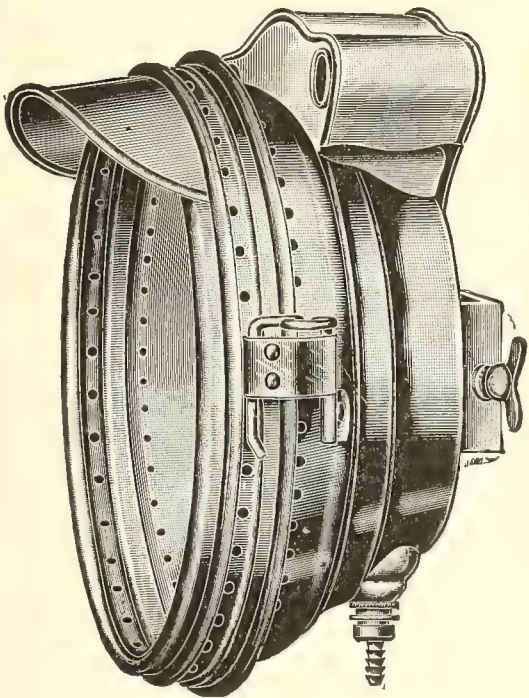
They don't use belts on either pedal bicycles or automobiles!



DUCKWORTH CHAIN & MFG. COMPANY
SPRINGFIELD, MASS.

Here Are **THE LEADERS** For 1909

EXCEL THEM? Impossible! **EQUAL THEM?** Try! Compare them with any other on the market and see what a difference there is—not only in price but in quality. They positively sell on sight. You can't afford to keep them out of your place. Write to us and get our trade prices. You will be surprised.

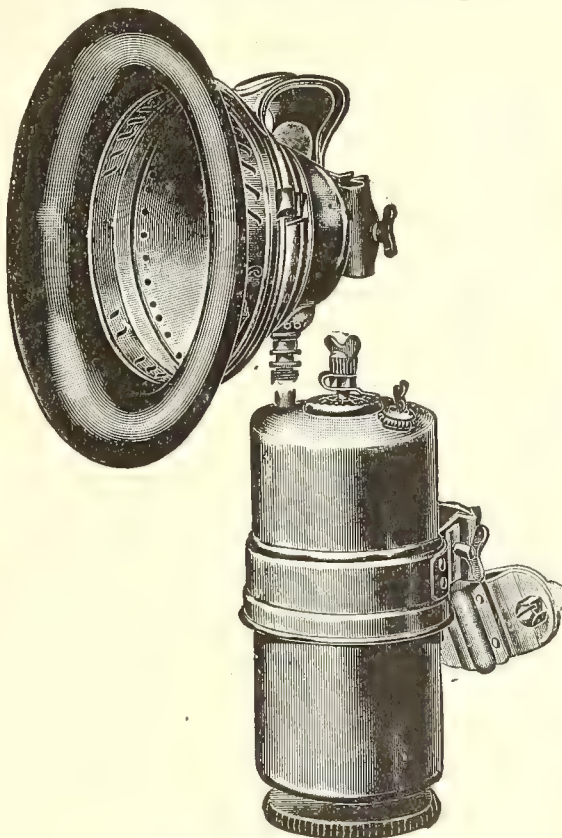


Set No. 53 A and B

Beautiful designed oval headlight. Very finely nickel plated and elegantly finished. A nickel plated hood protects face of lamp from rain. Will give a steady brilliant light in any kind of weather.

Lamp weight 26 oz. Diameter $5\frac{1}{4}$ in. x $6\frac{1}{2}$ in. Depth 4 in. Generator is 9 in. high, $3\frac{1}{4}$ in. diameter.

Price, per set\$10.00

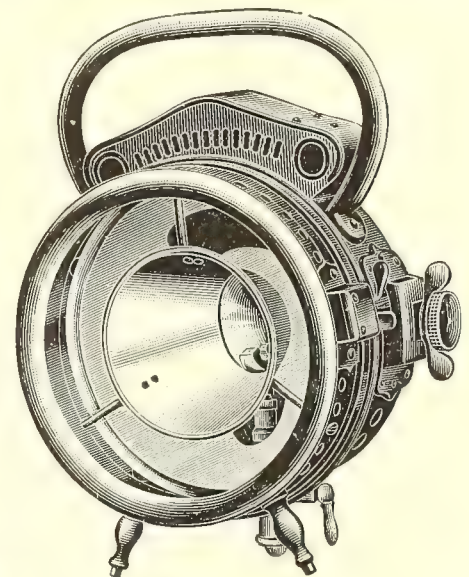


Set 55 A and B

Designed especially for use on bicycles and motorcycles. Very light and compact. Can be conveniently carried on machine. Gives a powerful spreading light. Very simple in construction and can be operated by any novice.

Lamp diameter 5 in. Depth $4\frac{1}{2}$ in. Generator is $5\frac{1}{2}$ in. high, $2\frac{1}{2}$ in. diameter.

Set, complete\$6.50



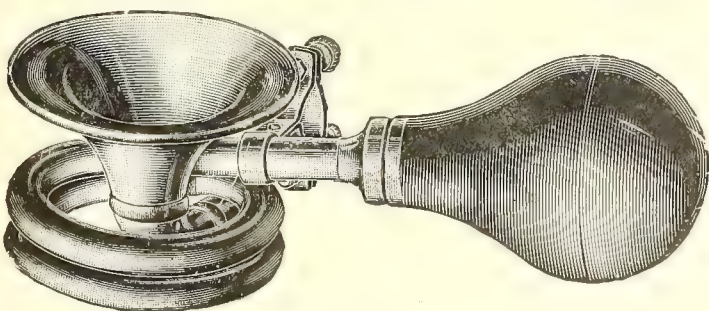
Mirror Lens Headlight

A miniature headlight that can be used on Motorcycles or small touring cars.

The light given by this lamp surpasses any lamp of its size. The lamp has a nickel interior, with a small mirror lens focussed exactly in the center and back of the burner. The light projected by this mirror passes through an extra focussing attachment, as shown in the illustration, and sends a powerful magnified single ray, while the reflectors around the inside of the lamp throw wide spreading rays.

Lamp is 8 inches high, 4 inches in diameter and $4\frac{1}{2}$ inches in width.

No. 523, Price\$6.50

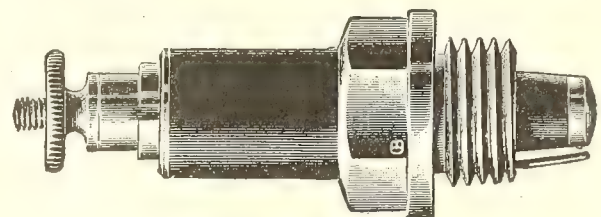


Blanchard Horn

The most popular horn for motorcycle and bicycle use. The triple twist construction produces a powerful, penetrating tone not attained in any other horn.

Finished in polished brass or nickel. No. 11 in brass only.

No.	Size of Bell.	Price.
10	$3\frac{1}{4}$ in.	\$2.25
11	4 in.	3.00



French Mica Plug

The finest plug for motorcycle use. Constructed of mica with composition platinum points insuring positive spark. This is a plug that gives satisfaction.

Price, No. 160\$0.75

Our 1909 Encyclopedia of Everything for the Motorist and his Motor will be sent anywhere on receipt of 10 cents for Postage. Write us today.

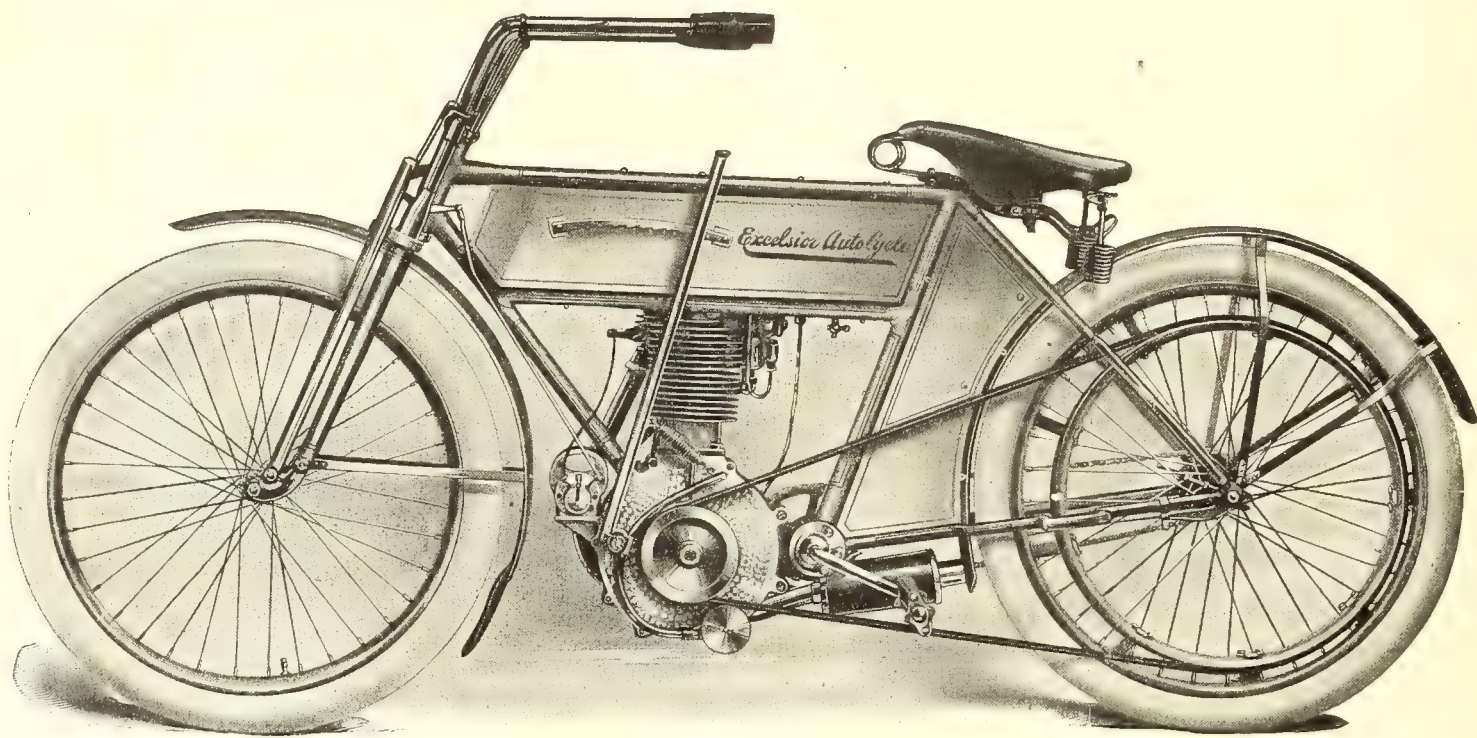
The Motor Car Equipment Co.

1727 Broadway

NEW YORK

55 Warren Street

EXCELSIOR AUTO-CYCLE



The King of Road Machines

PROVES ITS SUPERIORITY IN TWO GREAT HILL TESTS

At REDLANDS, CAL., four Excelsiors finished 1, 2, 3 and 4, defeating all competitors both motorcycles and automobiles. Distance 15 miles, rise one mile, time 18 minutes, 5 seconds.

At ATLANTA, GA., two Excelsiors win first and second; defeating stripped racers with auxiliary exhaust ports and all automobiles.

This is just a start for 1909, showing that the

EXCELSIOR AUTO-CYCLE ALWAYS MAKES GOOD

Excelsior Supply Company

233-237 Randolph St

Established 1876

Chicago, Illinois

The Original and Only Genuine CENTURY TIRES

Century Thorn Proof

A practically puncture proof tire with all the life and resilience of the best light road tires.

Reinforced tread and heavy side walls that positively will not crack or break on the sides, a common fault with most heavy tires. Made in gray and red rubber.

Century Tough Tread

A heavy tread tire for hard road service; a medium weight tire with the toughness and lasting qualities of the heaviest of ordinary tires.

Century Two Ply Roadster

A guaranteed tire for road and road racing purposes. Extra heavy tread and the finest quality throughout. *Write for prices and trade discounts.*

Century Tires have been tried and have made good every time

Motorcycle Sundries

Bicycles—Bicycle Supplies

Our new 1909 Catalog now ready covers everything, motorcycles, bicycles, repair shop equipment and several side lines for wide awake bicycle dealers. It is Catalog B 29 and will be mailed upon request. Dealers' net price list to established dealers only.

Write today; there are many new things that will interest you besides all the staple lines.

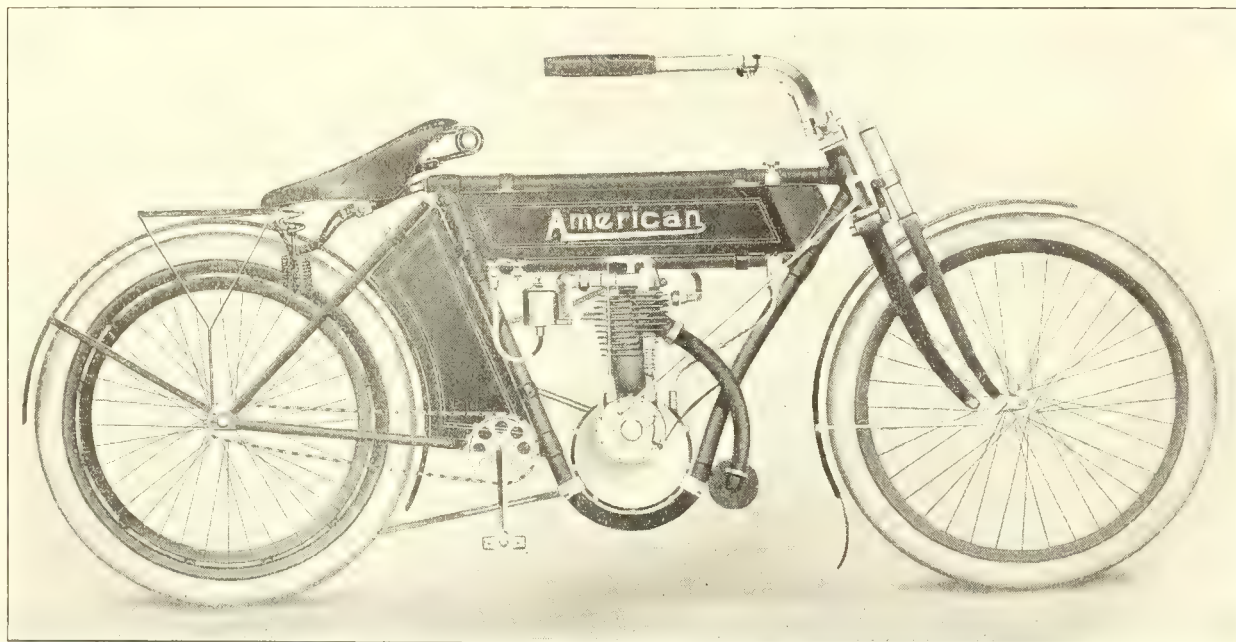
Excelsior Supply Company

233-237 Randolph St.

Established 1876

Chicago, Illinois

American Motorcycles



MODEL II, \$225.

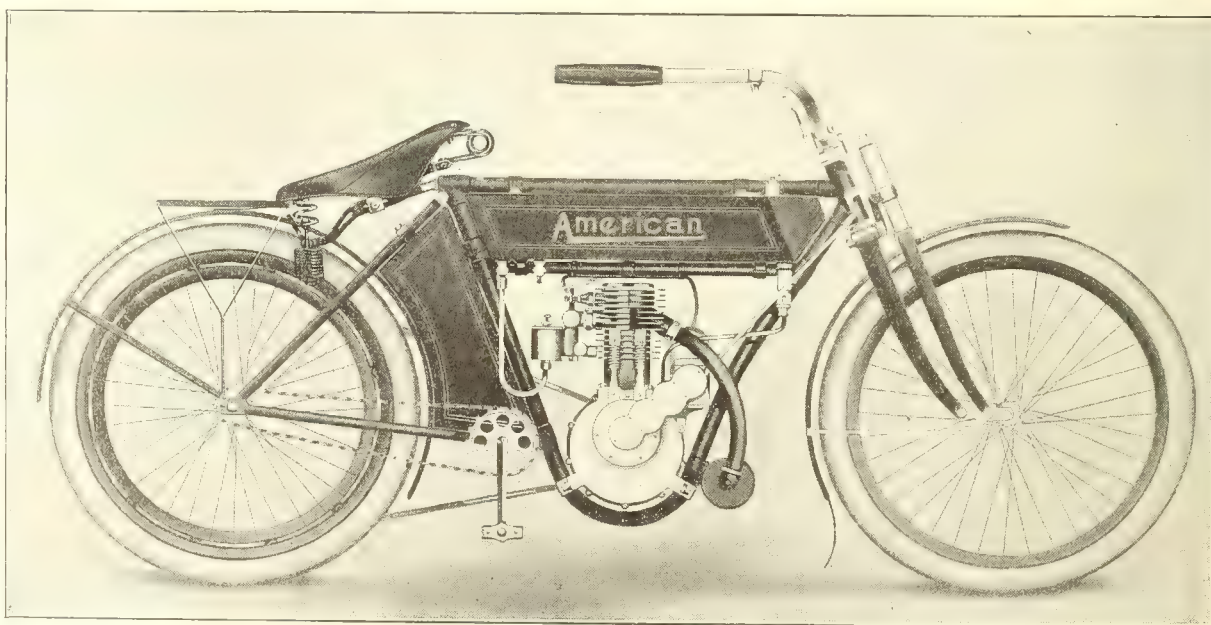
**LIVE
AGENTS
WANTED**

We Want Live Agents—Our proposition to agents is one that will make you money. "AMERICAN" agents get a fair margin of profit for themselves. The "AMERICAN" agency will make you more money than any other.

DON'T WORK FOR LOVE. Write us today. *Do it now.* Invest 2 cents in postage. Get your application in at once. You will be sorry if you don't.

OUR line consists of five models listing at \$195, \$210, \$225, \$235 and \$250.

**Catalogue
Now Ready**

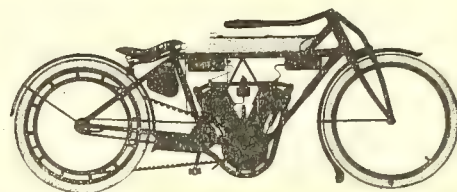
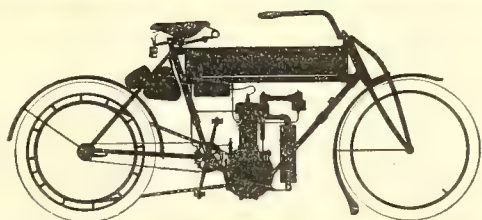


MODEL III, \$235.

AMERICAN MOTORCYCLE CO.

Wells & Siegel Streets, Chicago, Ill.

Don't Guess Which Motorcycle to Buy



INVESTIGATE THOROUGHLY

And Find Out

WHY roller bearings are better than bronze.

WHY the Curtiss "V" belt transmission, with six years of experience behind it, is the best in the world.

WHY the Curtiss frame and fork construction has proven superior to all other types.

WHY all Curtiss engines develop more power and speed for the same cubic capacity than any other engines in the world.

WHY we won the only Diamond Medal in the 1907 F. A. M. Endurance Run and Highest Awards in both classes of the 1908 F. A. M. Endurance Run.

WHY we hold the World's Official 1 and 10 mile records.

Then write us and ask for Catalog C, describing the famous "World's Record" Motorcycles. Most complete line ever offered. 1 to 3 cylinders, 3 to 10 horsepower. Side Cars, Delivery Vans, etc. Some good territory still open. Write today.

THE HERRING-CURTISS CO.,

Successors to THE G. H. CURTISS MFG. CO.

Hammondsport, N. Y.

New York Distributors, "CURTISS MOTORCYCLE CO.," 1203 Bedford Avenue, Brooklyn, N. Y. Pacific Coast Distributor, G. A. FAULKNER, 351 12th St., Oakland, Cal.

Riders stick to



Secret of
and

Great Success of

¶ Bicycle Riders after once using the Original Indianapolis because from every standpoint they find them to be the

¶ Their Double Clincher construction is a most desirable feature from the ends of the spokes. No tools needed to make repairs.

The result of this greater satisfaction

¶ The dealer holds every customer and not only gets his tire trade sale of **Indianapolis G & J Tires** brings new customers who

¶ It pays the dealer in every way to sell **Indianapolis G & J** most satisfactory dealer to trade with. Whether rider or dealer, the first Bicycle Tires and accessories, and if you are a dealer ask for discount sheet

G & J TIRE COMPANY



Bicycle Tires

Big Sales the G & J Dealers

opolis G & J Bicycle Tires, buy them exclusively
and most economical in the end.

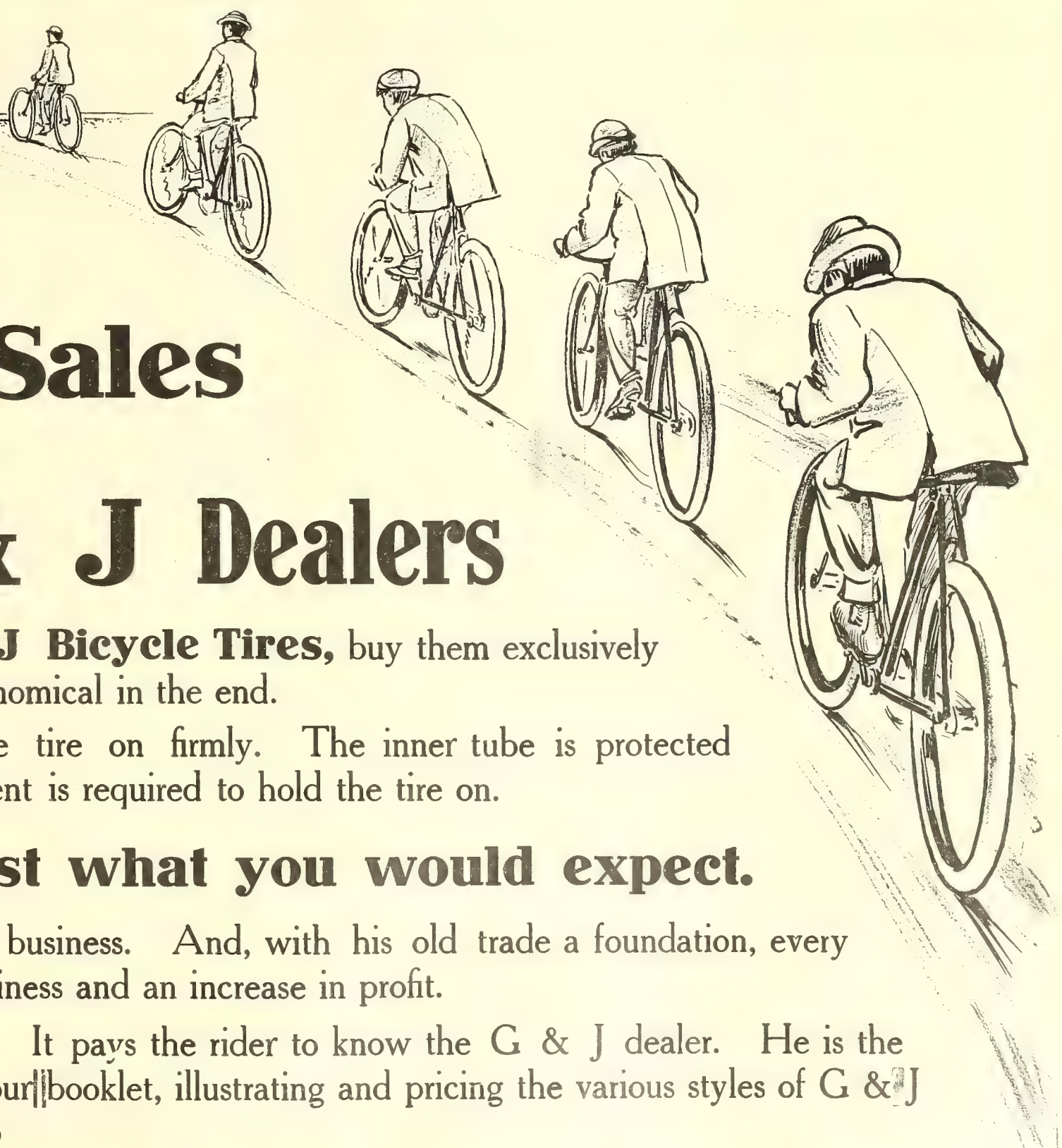
e. Holds the tire on firmly. The inner tube is protected
because no cement is required to hold the tire on.

on is just what you would expect.

all his bicycle business. And, with his old trade a foundation, every
means more business and an increase in profit.

ycle Tires. It pays the rider to know the G & J dealer. He is the
s to send for our booklet, illustrating and pricing the various styles of G & J
Write today to

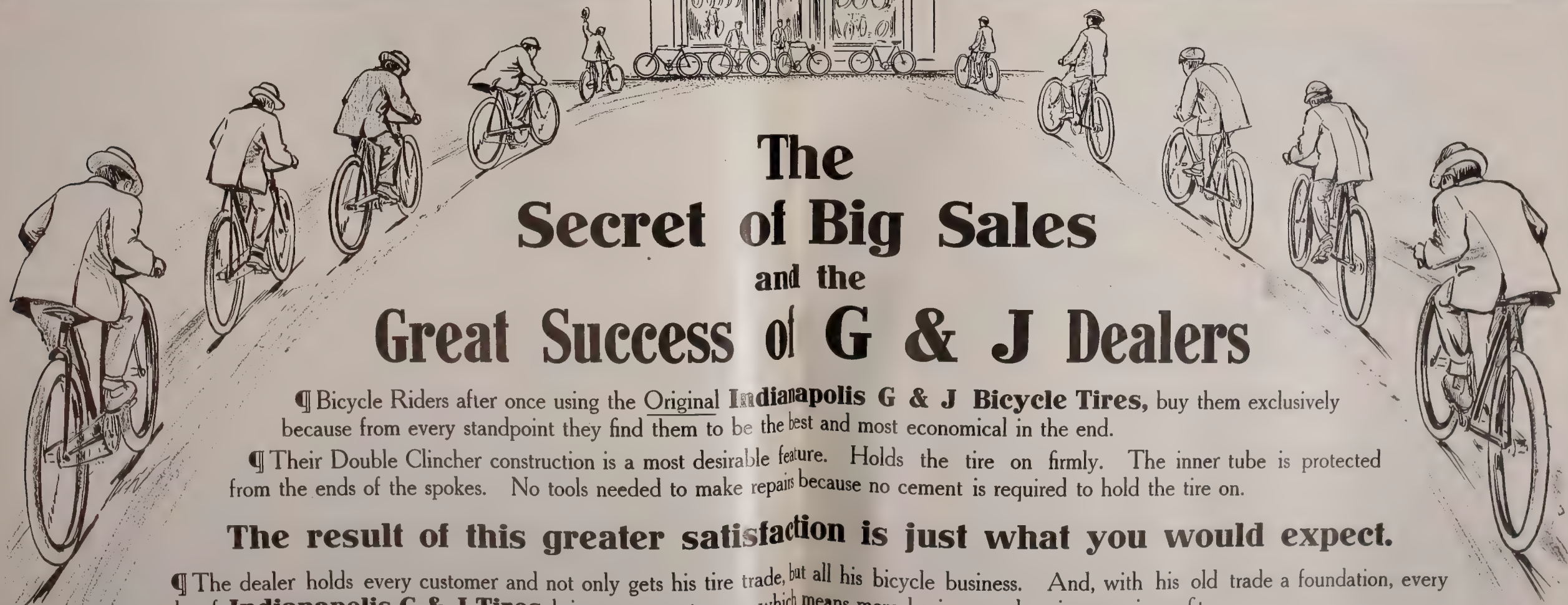
ANY, Indianapolis, Ind.



Riders stick to

G & J

Bicycle Tires



The Secret of Big Sales and the Great Success of G & J Dealers

¶ Bicycle Riders after once using the Original Indianapolis G & J Bicycle Tires, buy them exclusively because from every standpoint they find them to be the best and most economical in the end.

¶ Their Double Clincher construction is a most desirable feature. Holds the tire on firmly. The inner tube is protected from the ends of the spokes. No tools needed to make repairs because no cement is required to hold the tire on.

The result of this greater satisfaction is just what you would expect.

¶ The dealer holds every customer and not only gets his tire trade, but all his bicycle business. And, with his old trade a foundation, every sale of **Indianapolis G & J Tires** brings new customers which means more business and an increase in profit.

¶ It pays the dealer in every way to sell **Indianapolis G & J Bicycle Tires**. It pays the rider to know the G & J dealer. He is the most satisfactory dealer to trade with. Whether rider or dealer, the first step is to send for our booklet, illustrating and pricing the various styles of G & J Bicycle Tires and accessories, and if you are a dealer ask for discount sheet. Write today to

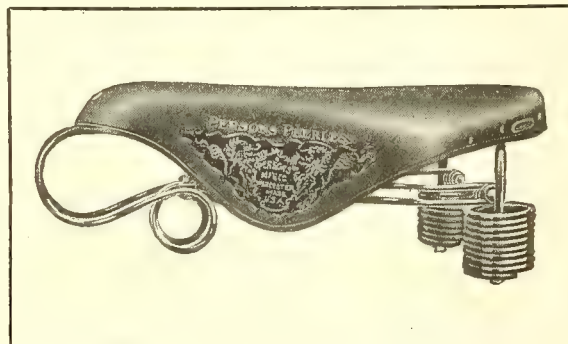
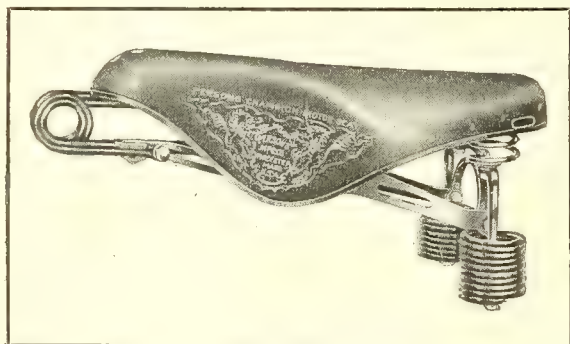
G & J TIRE COMPANY, Indianapolis, Ind.

***The Benefits of Quality Remain Long After
Price has been Forgotten***

You will find

Persons Saddles

**on every bicycle and every motorcycle in
the construction of which regard for
quality rises superior to the dollar sign**



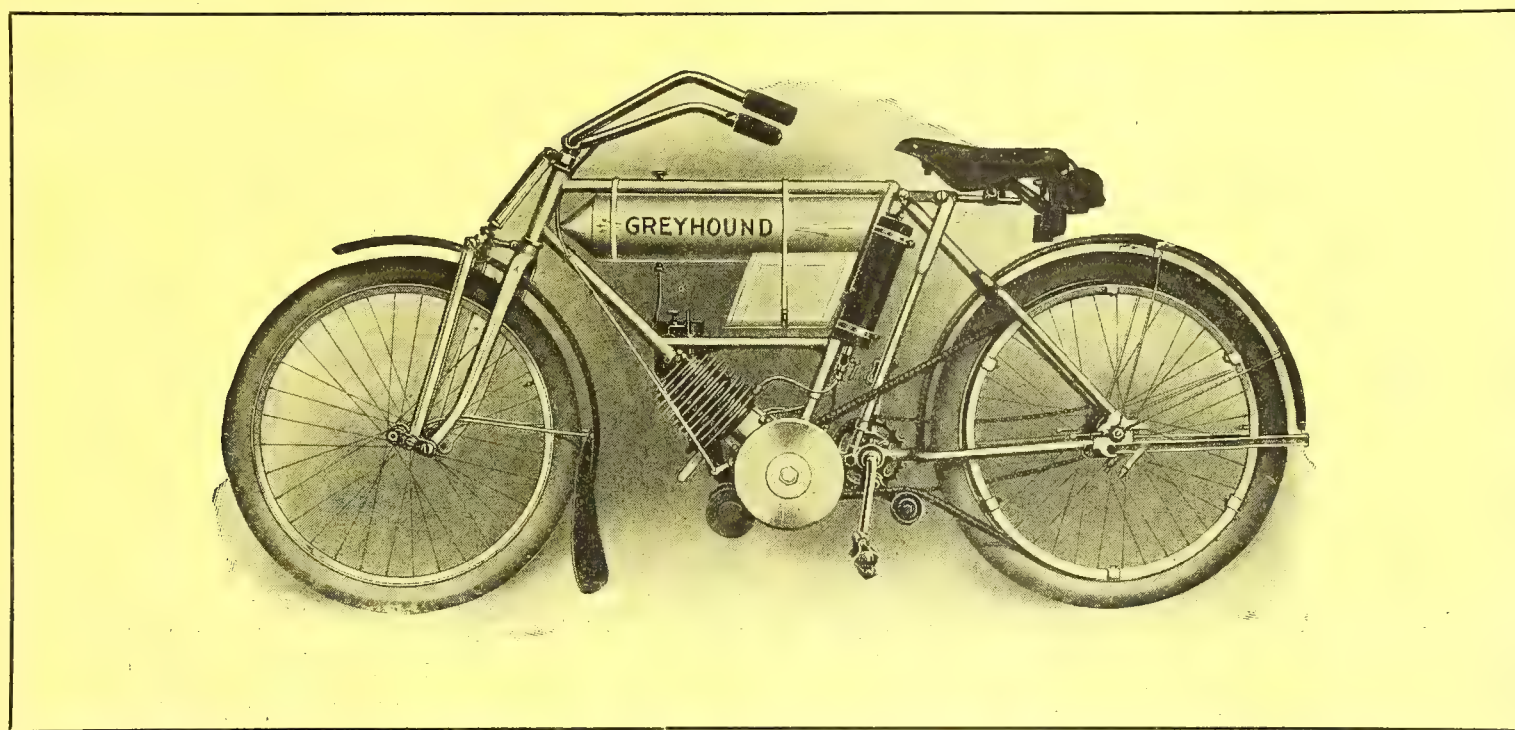
The Difference Between Persons Saddles and "the Other Kind"

is visible to the naked eye; place them side by side and you readily will understand why every cycle manufacturer would use the Persons if he did not have to "count the cost" and could buy them for the price of "the other kind." And the Persons is as superior in fact as in appearance. "Counting the cost" is no concern of the rider, however; he is entitled to a high grade, comfortable saddle and can get a Persons by insisting on having it.

Catalog showing our entire line mailed on request

Persons Manufacturing Company
WORCESTER, MASS.

GREYHOUND



MOTORCYCLE

¶ We submit for your consideration the unqualified claim that this machine which is at least equal to any other in material, workmanship and design is beyond this, the Simplest, Easiest to Operate, and Most Comfortable motorcycle in the world.

THE GREYHOUND SHOCK ABSORBER

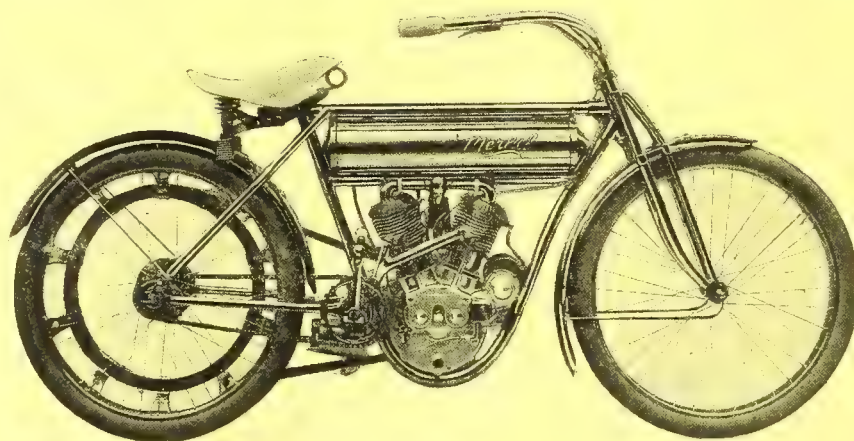
is the most radical and satisfactory comfort device ever applied to a motorcycle. Find out about it. Correspondence on any motorcycle subject always welcome, and good business terms will be promptly offered for the right kind of agency representation. Catalog for the asking.

THE AUTO-BI COMPANY, Oldest American
Motorcycle Makers **Buffalo, N. Y.**

Sales Agents Metropolitan District—THE BROWN-DEWEY CO., 1697 Broadway (near 53d St.) New York.

Men Who Are Looking for their Money's Worth

===== will find it hard to get past =====
THE MERKEL-LIGHT LINE

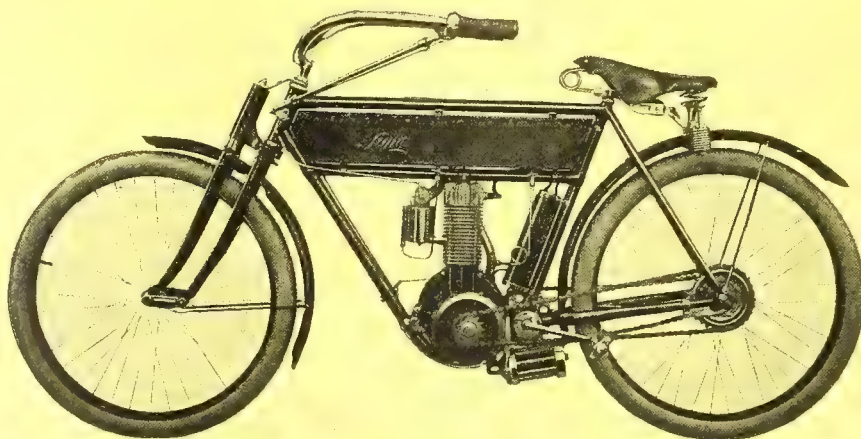


In the Merkel

we offer in both singles and twins, a self-contained Double Bar Spring Frame, a self-contained Girder Spring Fork, a proven Ball-bearing, **AUTOMATICALLY** Lubricated Motor, an adjustable change-speed pulley, a coaster band brake, and a magneto with ball-bearing gears.

You can't get anything like that in any other motorcycle in the world

(Within the last month, a Single Cylinder Merkel made fastest time in the San Francisco hill climb, beating all of the high-powered automobiles, and "cleaned up" everything at the St. Louis racemeet.)



In the Light

we offer a chain machine that is second to none. It has Double Bar Frame, cushion fork, Thor motor, internal gear transmission, three-in-one tank and many other features.

If You Are in the Habit of "Buying Right"

our literature and motorcycles will appeal to you.

THE MERKEL-LIGHT MOTOR CO., Pottstown, Pa.



THE ONE BEST PLACE For Bicycles and Supplies

We believe in the continued prosperity of the bicycle business and we back up our opinion by putting in big stocks, and spend our money to tell the dealer we have the goods and will guarantee to make it profitable to him to give us his trade.

We have thousands of satisfied customers but we are looking for more. We want you to have our Catalogue No. 43 and send us a trial order. We want a chance to show you that we can ship your goods promptly, sell you at the right prices, and treat you fairly. We want a chance to make good. Send for Catalogue No. 43 and our Bargain Book.

TWO TIRES THAT WILL MAKE YOU MONEY

"DREADNAUGHT"



The "Dreadnaught Traction Tread" is the result of years of experimenting, and we are now able to offer a thoroughly successful "anti-skid" tire.

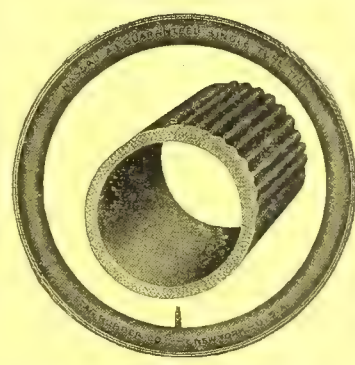
The peculiar construction not only prevents skidding but causes the tire to grip the roadbed firmly, thereby reducing lost motion to a minimum.

Extra layers of fabric and rubber added to the tread increase the wearing and puncture resisting qualities. The Dreadnaught is fully guaranteed and highly recommended. Supplied in 28 x 1 3/8, 1 1/2 and 1 5/8.

Per Pair, . . . \$6.00

Write for Trade Prices

"NASSAU A1"



The "Nassau A1" retails for \$5.00 per pair and represents five whole dollars' worth of wearing qualities with our 60-day guarantee to back it up. Made of the best material throughout and the tread is reinforced with extra thicknesses of rubber and fabric, adding greatly to the durability of the tire.

Supplied with well marked corrugated tread on 28 x 1 3/8, 1 1/2 and 1 5/8.

We offer this tire with the assurance that for the price no better value can be secured.

Per Pair, . . . \$5.00

Write for Trade Prices

BICYCLE AGENTS WANTED—EVERYWHERE

We want active dealers to sell our wheels; one in every town in America, and in all foreign countries. We have a line that looks well, sells well, and stays sold. We will send samples to dealers rated in Bradstreet, with the understanding that we will pay freight back to New York if they don't come up to your expectations. Will you write us?

"Expert" \$20.00

Others list a wheel of this grade at \$25, but you can sell it for \$20, with coaster brake. Our net price is many dollars less, and the wheel is right, too. One-inch tubing, enameled rims, square crown, one-piece hanger and good quality unguaranteed tires. We will sell it to you stripped, if you prefer, and with good equipment it will equal in service and lasting qualities any wheel manufactured.

"Victor" \$25.00

This is our popular road model, built on attractive lines, well equipped and fully guaranteed. The net price is less than wheels of equal grade are sold. One piece hanger, automatic coaster brake, and fancy finish. A sample in your window now will sell itself without talk. It is the wheel you ought to sell at the price you ought to pay. Write us for catalogue "B" and our agency proposition.

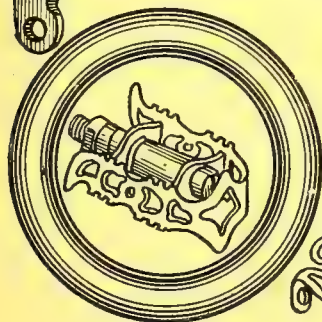
Hudson Bicycles

We are wholesale distributors for "Hudson" D. & J. bicycles for all the Middle Atlantic States, and want agents in unoccupied territory. The list prices range from \$30.00 to \$60.00, and the large discount to dealers makes the line a very attractive one. No bicycle, except "Hudson made", are equipped with the genuine D. & J. hanger. Ask for Catalogue "H" and agent's prices.

WE WANT YOUR MOTORCYCLE SUPPLY TRADE

We understand this business. We will only try to sell you goods that move and we won't inflict upon you devices that take a mechanical expert to understand. We do offer you sundries and fixings that it is safe to buy, easy to sell, and right in price. We want your trade in this line, too. Ask for Catalogue No. 42.

If You Can't Call, Send for Catalogues and Bargain Books

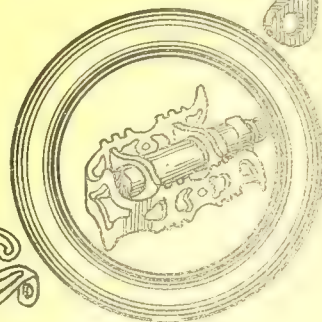


New York Sporting Goods Co.

17 WARREN
STREET



NEW YORK
U.S.A.

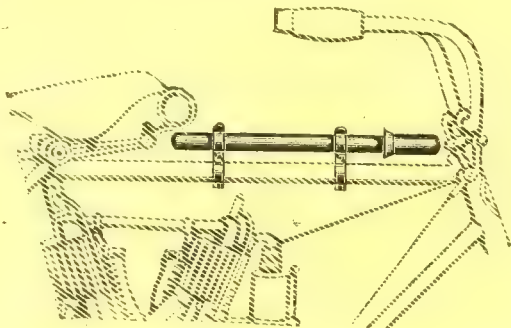




BICYCLES, ACCESSORIES, TIRES

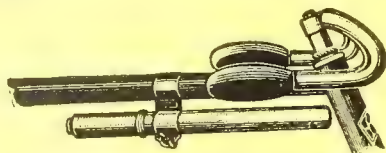
"BRIDGEPORT" All-Brass Motorcycle and Bicycle Tire Pumps

are the most powerful and serviceable. All cylinders are made of brass heavily nickel-plated, not steel; they will not rust.

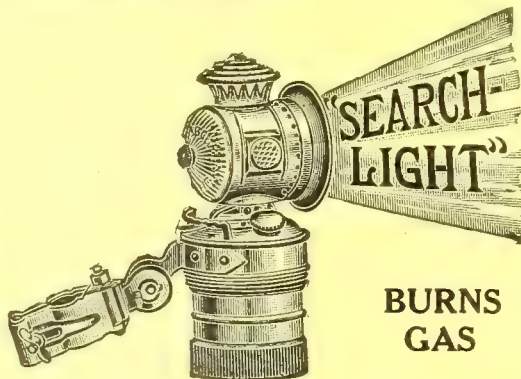


"Bridgeport" No. 20 is the most compact and powerful motorcycle tire pump on the market. Reinforced handle and nipple ends. Swelled handle grip. Rubber tube screws into pump handle when not in use. Furnished complete with two adjustable clips.

Length of pump, closed 18 inches
Length of pump, extended 35 "
Diameter of cylinder 1 "
Weight 11 ounces



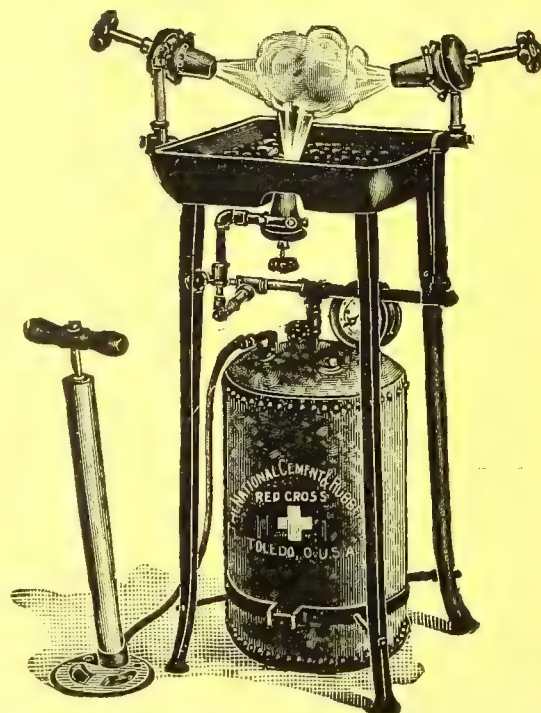
No. 12 Telescope Pump. Compact and powerful. Furnished complete with clip.



BURNS
GAS

The "Bridgeport Searchlight" Bicycle Lantern is now without an equal. No complicated parts; simple and easy to operate; absolutely gas-tight; will not jar out and throws a clear, brilliant, penetrating light. Brass heavily nickel-plated.

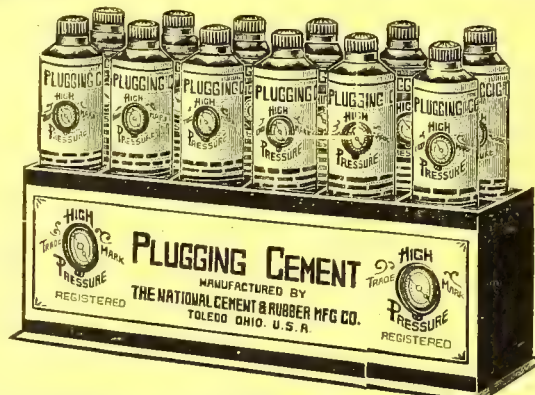
BRIDGEPORT BRASS CO.
253 Broadway NEW YORK



This Brazing Forge was designed on account of the increasing demand for a brazier that would do all classes of work, such as light and heavy brazing, tempering, welding, melting of metals, etc. It is fitted with our Improved Hydro-Carbon Adjustable Burner and with a heavy Cast Iron Tray supported by a substantial standard. The heat is intense enough to melt brass in crucibles.

We furnish with each Brazing Forge a 100-pound pressure gauge, floor pump and full directions how to operate.

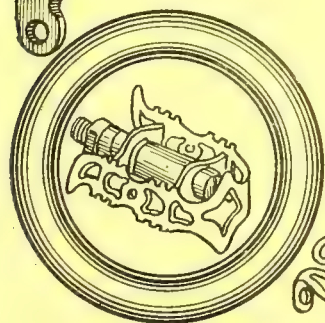
No. 2 Brazing Forge, complete, with pump and gauge.
Each \$50.00



"High Pressure" and "Red Cross" Rubber Cements are made only from first-class material and the best selected Para Rubber. We believe that they are not surpassed for adhesive qualities, nor equaled as a quick-drying patching cement.

THE NATIONAL CEMENT MFG. CO.

Offices and Factory,
617-19-21-23-25-27 South St. Clair St., TOLEDO, OHIO, U. S. A.

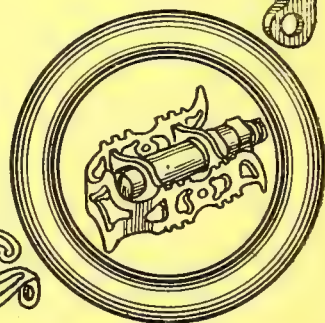


New York Sporting Goods Co.

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STREET



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BICYCLES, ACCESSORIES, TIRES

EAGLE BRAND CEMENTS

Eagle Rubber Cement Co.

TRENTON, N. J.

MANUFACTURERS OF

All Grades of Leather, Rubber,
Channel and Bicycle Cements



The world's best 2-in-1 Combination
for leather and rubber. Highly recommended for automobile tire repairs on the road. We recommend this cement for everyone using an automobile, because it is very quick drying. Patch can be ready for service in 3 minutes.

Have You Seen It?

THE NEW

Steel Lined Wood Rim for Clincher Tires

LIGHT ——— STRONG ——— RESILIENT

The Coming Rim

MANUFACTURED ONLY BY

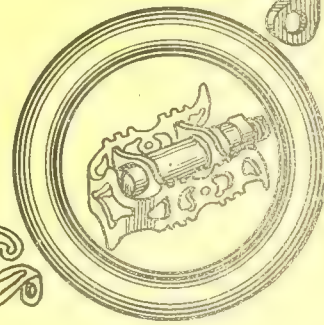
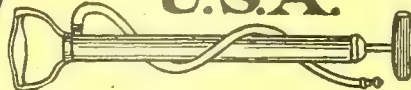
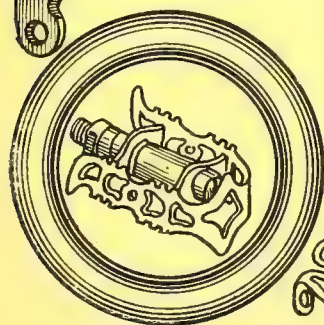
THE MUTUAL RIM CO., Onaway, Mich.

New York Sporting Goods Co.

17 WARREN
STREET



NEW YORK
U.S.A.





BICYCLES, ACCESSORIES, TIRES

ECLIPSE CEMENTS

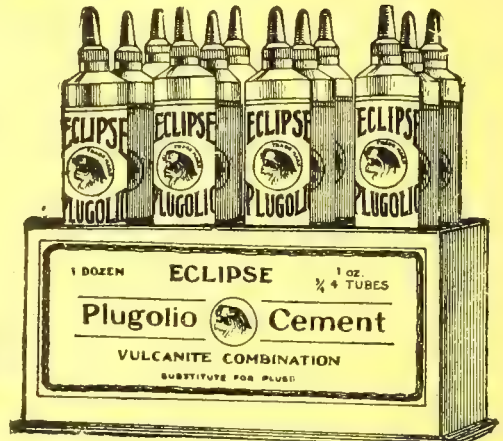
ECLIPSE CEMENT & BLACKING CO., Philadelphia, Pa.



**ECLIPSE "TIGER BRAND" RUBBER PATCH-
ING CEMENT**
Dries quickly and is easily applied.



**ECLIPSE "TIGER BRAND" LIQUID WOOD
RIM CEMENT**
For fastening tires to rims which have already been coated with a good quality hard cement.



ECLIPSE PLUGOLIO
The King of All Quick Repairers
For small punctures in Hose Pipe Tires. Forms a permanent plaster plug almost instantly.

You Are Going to Get a Puncture SOMETIME—SOMEWHERE

Are you prepared to fix it? No? Well, then, you had better purchase from your dealer an **M. & M. MOTORCYCLE REPAIR KIT**.



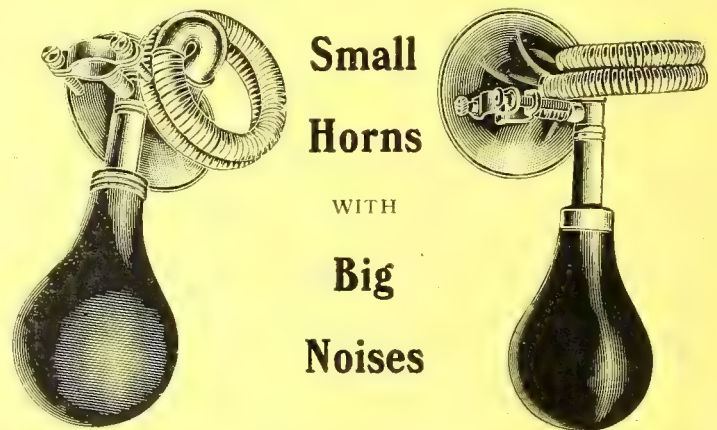
This kit is especially prepared to be carried by the Motorcyclist. It is the result of careful experiments in the repair of punctures, whereas heat would not soften the cement sufficient to allow separation.

M. & M. CYCLE KIT is packed in a tin screw-top box containing a special prepared cement, an assortment of patches, cement brush, emery cloth, etc. This outfit will be appreciated by the Motorcyclist who has had experience with tube cement, which invariably gets broken or crushed in your tool box, and when most needed you will find same has leaked or evaporated.

You can always rely on **M. & M. Motorcycle Cement**.

Outfit complete, 50 cents. At all Cycle Dealers.

THE M. & M. MFG. COMPANY, Akron, Ohio

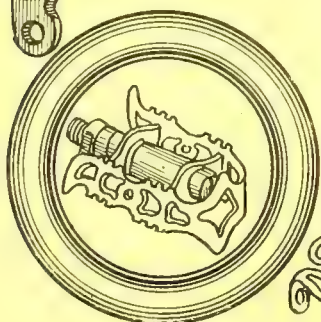


**Small
Horns
WITH
Big
Noises**

The object of a horn is to make a noise and the bigger the horn the bigger the noise, but we offer horns for bicycles and motorcycles which are small and compact, yet give the same deep, dull, penetrating roar as the big automobile horn. They are spun from the best grade musical instrument metal and made in many different shapes and designs, such as the "Right Angle Horn," the "Parallel Horn" and the popular "Bull Frog Horn."

Furnished in either brass or nickel finish. Write your jobber for Trade Quotations.

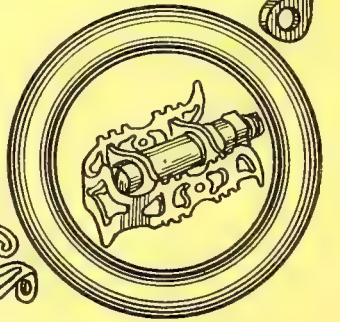
THE RILEY-KLOTZ MFG. CO., Newark, N. J.

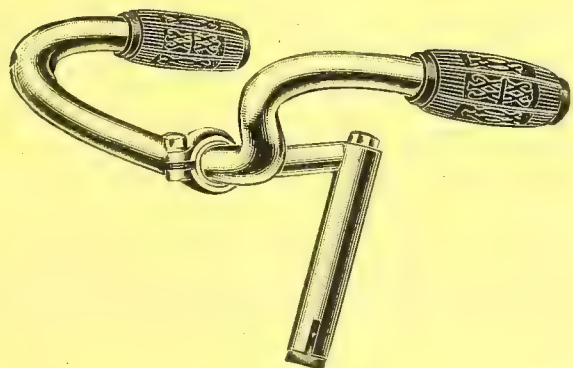


New York Sporting Goods Co.

17 WARREN STREET

NEW YORK U.S.A.





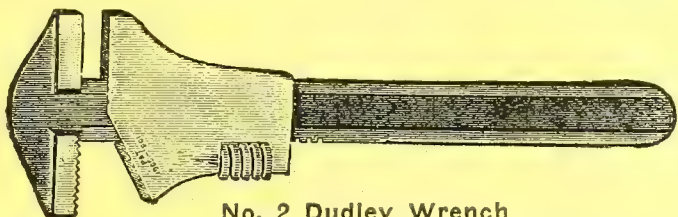
No. "E-420"

THE STANDARD BAR OF AMERICA

Handle Bar illustrated is very popular and in general use in this country. The Stem is made with strongly reinforced drop forged fittings. The Bar Top is 20 inches wide, with $3\frac{1}{2}$ inch drop and $2\frac{1}{2}$ inch forward bend.

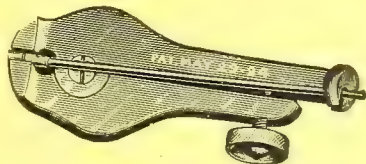
Our line is the largest in the world and in range and variety embraces everything in Bar Tops, Regular and Extension Stems, and Seat Posts.

CHICAGO HANDLE BAR CO.,
Shelby, Ohio.



No. 2 Dudley Wrench

Body of wrench is made of drop forgings and movable jaw is steel, carefully tempered. Made in four sizes: 7-inch takes $\frac{1}{8}$ to $\frac{3}{4}$ pipe; 9-inch takes $\frac{1}{4}$ to $1\frac{1}{4}$ pipe; 12-inch takes $\frac{1}{2}$ to $1\frac{3}{4}$ pipe; 15-inch takes $\frac{3}{4}$ to 2 pipe. The 7-inch is the most popular size.



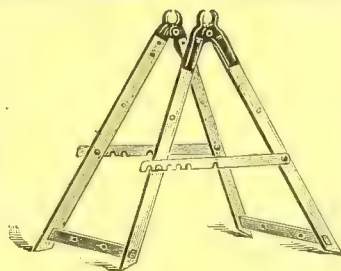
Dudley Nipple Grip

The only perfect article of its kind. Sales rapid and sure. No. 1, small bicycle size; No. 2, large bicycle size; No. 3, small auto size; No. 4, large auto size.

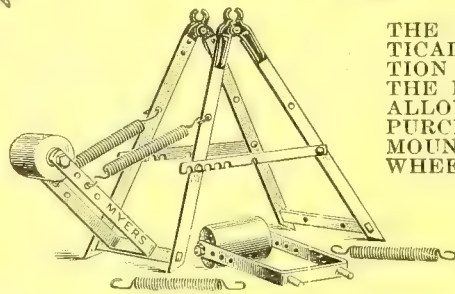
STEVENS & CO., Agents
No. 99 Chambers St., NEW YORK CITY

Myers Bicycle Stands

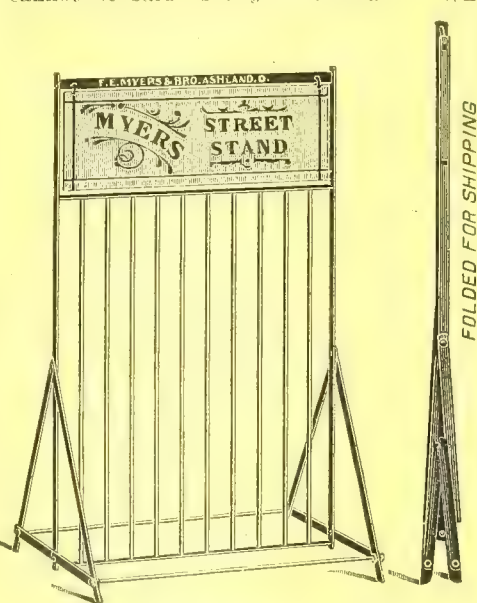
Are stand-by articles, everywhere used. They are a necessity to every live dealer. Made in every variety. Cu's show but a few of the many types manufactured.



THE ONLY PRACTICAL EXHIBITION STAND ON THE MARKET. ALLOWS THE PURCHASER TO MOUNT THE WHEEL.

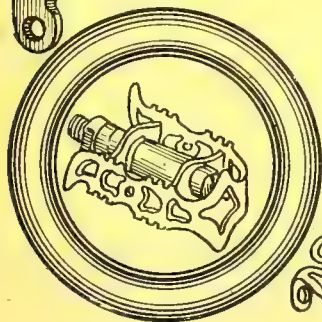


Aluminum finish. Spring steel. Fits any wheel. This stand is designed to assist the salesman in showing up his wheel. It is attached to nuts on outside of rear wheel and supports the wheel at all times. The wheel can be placed in any position, either in show window or salesroom. When the wheel is exhibited to a customer it can be placed to the best advantage, and leaves the salesman free to show up all working parts without being hampered by having to hold the wheel. It enables the customer to MOUNT THE WHEEL AND TRY IT, which cannot be said of any other stand. When its advantages are known, dealers will have one for each wheel on exhibition. It does not mar the wheel or detract from its appearance; in fact, adds to its beauty. It leaves all outlines of wheel clear and the wheel in its natural position.

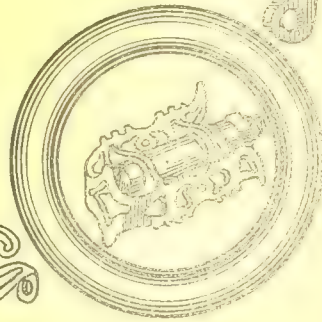
**The Myers Street Stand**

Holds eight bicycles in position and serves for a business sign at the same time. Is made entirely of spring steel, with aluminum finish. Is very attractive and useful in front of a business house. We furnish with plain sign finished ready for lettering.

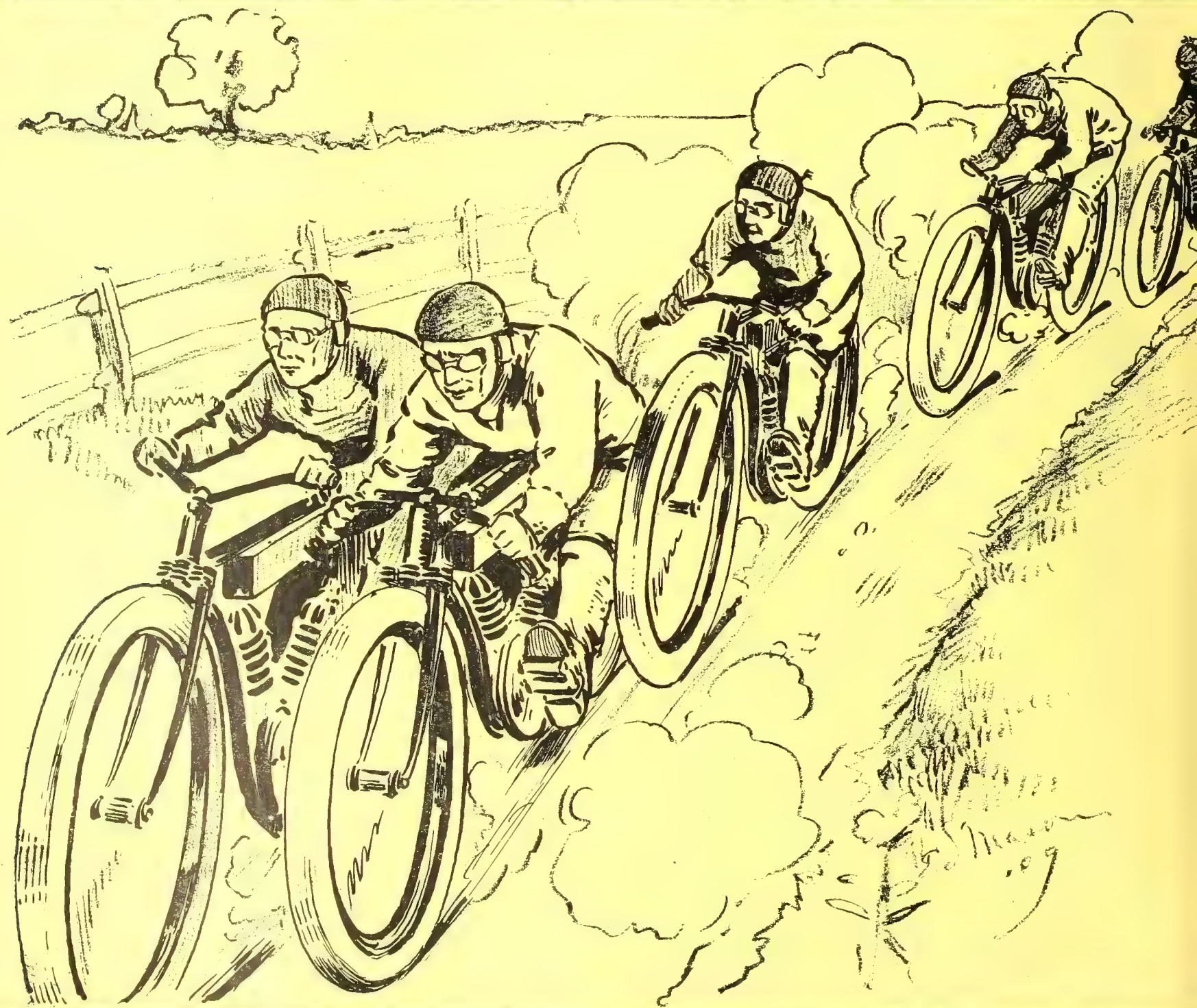
F. E. MYERS & BRO., ASHLAND OHIO



New York Sporting Goods Co.
17 WARREN STREET
NEW YORK U.S.A.



9 Riders Use G & J Mo



Out of 10 Motorcycle Tires



Practically 90% of all the American Motorcycles are equipped with Indianapolis G & J Tires. Think of it! Do you know why?

FIRST—All the leading Motorcycle Manufacturers equip their machines with Indianapolis G & J Tires. They know that the reputation of their product depends largely upon the quality of the tires. Therefore they've gone into the subject thoroughly—have investigated carefully the quality and construction of all the tires—have found out just what each tire will do and why—*then have chosen Indianapolis G & J's as the most satisfactory equipment for their machines.*

SECOND—Riders who buy machines equipped with G & J Tires, try no others afterward. They find them so satisfactory from the start—*so safe, so convenient, so resilient, so durable*—that they continue to use them.

Indianapolis G & J Motorcycle Tires are constantly attracting new users and forever holding the old. They cost a trifle more than other tires, but they last so much longer and give so much better service that they have always proved the most economical in the end.

Try them on your Motorcycle and you will be agreeably surprised no matter how much we've led you to expect.

Our catalogue not only illustrates and prices our complete line of Motorcycle tires, but also a lot of mighty useful accessories. Send for it.

G & J TIRE COMPANY, INDIANAPOLIS, IND.

Cleveland
Kansas City

Pittsburg
Los Angeles

Atlanta
St. Louis

Boston
Portland

Omaha
Minneapolis

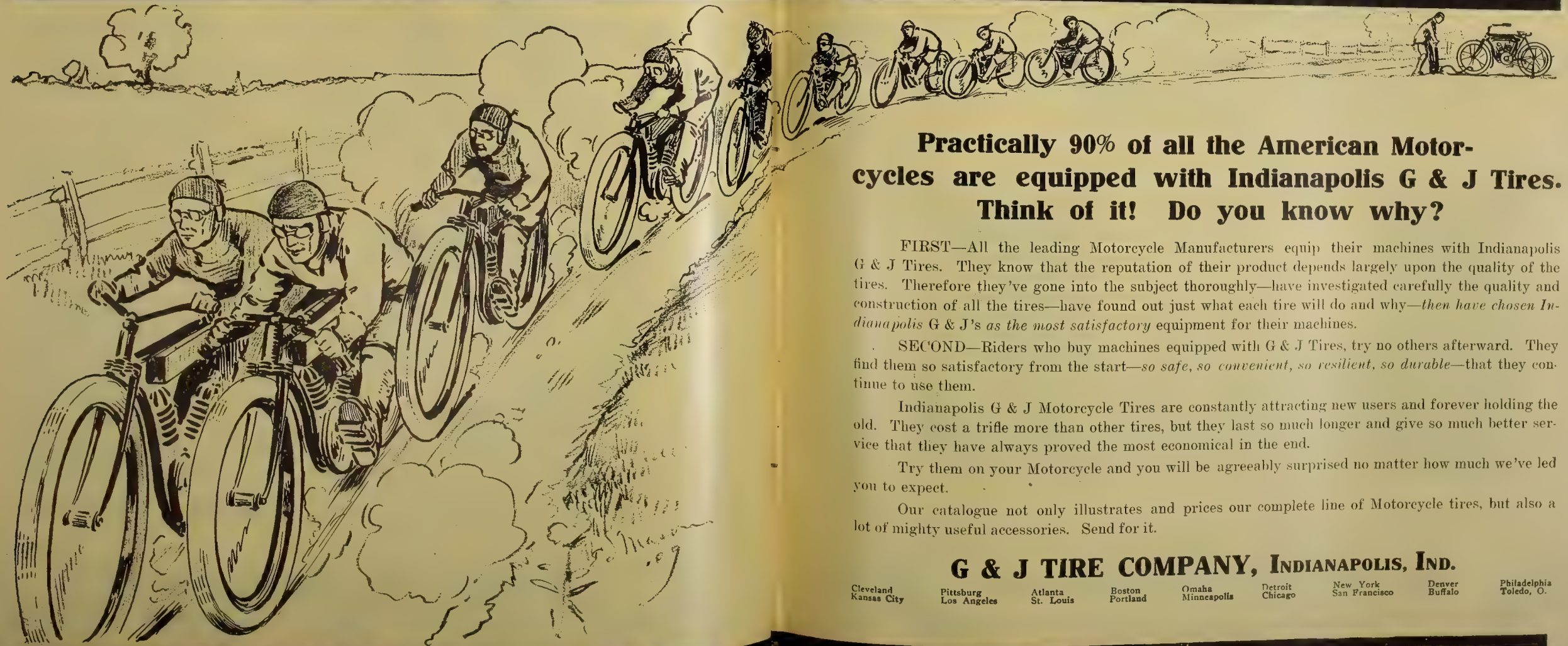
Detroit
Chicago

New York
San Francisco

Denver
Buffalo

Philadelphia
Toledo, O.

9 Riders Out of 10 Use G & J Motorcycle Tires



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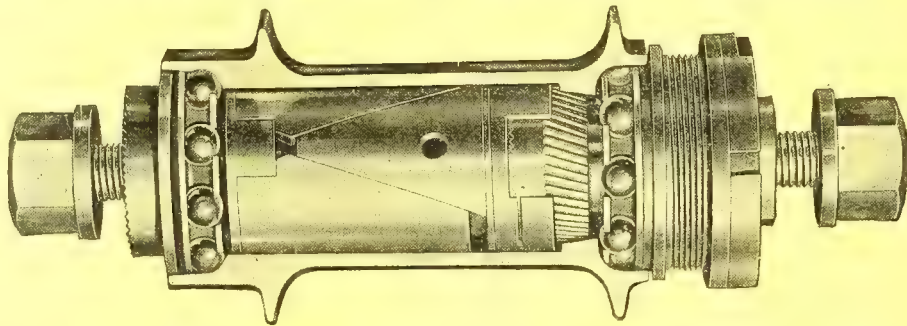
New York
San Francisco

Denver
Buffalo

Philadelphia
Toledo, O.

"THE ARMLESS WONDER"

THE
MUSSELMAN
Automatic Coaster and Brake



Must be a Success or others wouldn't imitate it.

Talking points, with quality behind them, are what count, and there are more actual, positive and provable talking points in the Musselman Coaster Brake than can be found in all others combined.

Here are a few of the features that make the Musselman Brake so popular and which will compel your customers to give it the preference:



"A child can put it together."

SMALL SIZE.
 LIGHT WEIGHT.
 FEW PARTS.
 SIMPLICITY IN
 CONSTRUCTION.
 EXCELLENT FINISH.
 NEAT APPEARANCE.
 NO SIDE ARM.
 NO LOCK WASHER.
 STRENGTH.
 DURABILITY.
 RELIABILITY.



"Weights only 25 ounces."

A Money - Making Addition to Your Line!

Write for "The Armless Wonder" booklet.

THE MIAMI CYCLE & MANUFACTURING CO.

Middletown, Ohio, U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.

"THE ARMLESS WONDER"

THE BRAKE WITHOUT THE SIDE-ARM

THE BRAKE WITHOUT THE LOOK-WASHER

THE
Racyle

A Great Pair

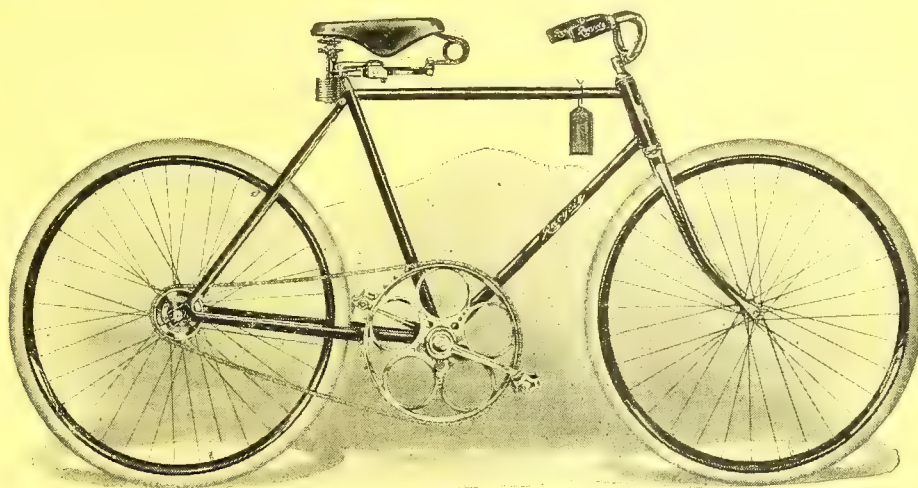
TO DRAW TO

THE
Hudson

The Two Most Profitable Agency Propositions in the World Today

Why not handle wheels for which there is a demand? You never hear our agents talking about business being dull, and you never hear of a dealer who is willing to give up our line. Why?

We spend \$25,000.00 every season for our agents, advertising our wheels for them. You can have a share in this by taking the agency.

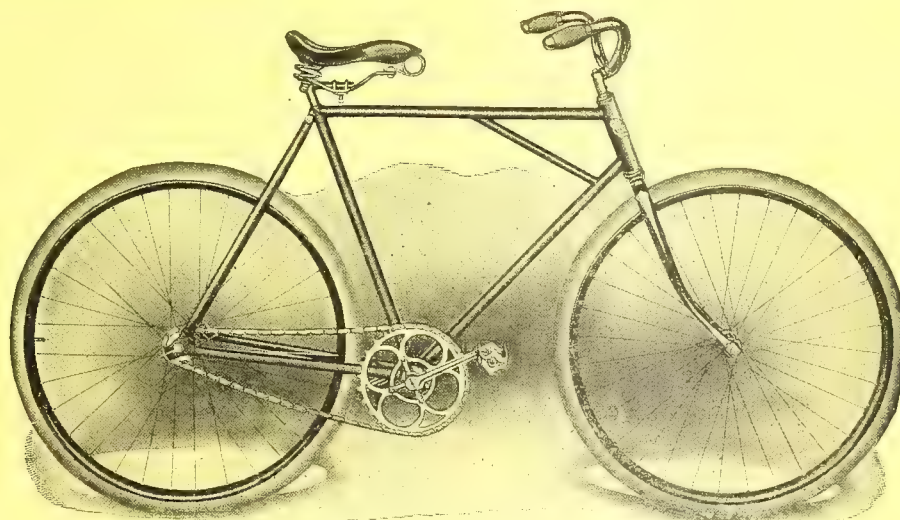


The 1909 Racyle

The interests of our agents are ours, and when they prosper, so do we. That's why we pull for our our agents—that's why our agents succeed—that's why we have the finest agency system in the country.

Not only this year, but next year and all the time. We look out for our agents and give them goods that they can sell quickly and profitably and that stay sold.

Isn't it worth your while to investigate?



The 1909 Hudson

Our 1909 Racyles and Hudsons are better than they ever were. They are advertised more than ever before, and the demand has taxed the capacity of our enormous new factory. This means that our agents are doing the business. We sell no wheels direct—only through our regular agents. They get a direct benefit from all that we do to increase the business. Each agent gets a share of that \$25,000.00 that we are spending for them. How about your share? Don't stand still! You can forge ahead if you get started right.

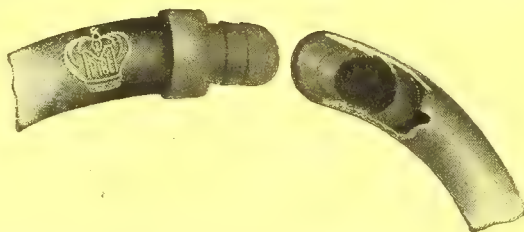
Write to us and we will tell you how to start and how you can succeed.

The Miami Cycle and Manufacturing Company
Middletown, Ohio, U. S. A.

Empire Tires

WEAR LONGEST

EMPIRE MOTORCYCLE TUBES



Both the endless and the butt-end styles are furnished in two grades and weights of rubber. The Empire gray tubes are of the standard thickness and weight, and made from fine Para rubber. The Empire Peerless tubes are made from red rubber, and are very much thicker, heavier and stronger than gray tubes. The Empire Peerless red tubes are put through a special process, which prevents deterioration. These are the best tubes that have ever been offered for motorcycle use.

PRICE LIST

	26x2 $\frac{1}{4}$ in.	26x2 $\frac{1}{2}$ in.	28x2 $\frac{1}{4}$ in.	28x2 $\frac{1}{2}$ in.	26x2 $\frac{3}{4}$ in.	28x2 $\frac{3}{4}$ in.
Gray Endless Tube.....	\$2.25	\$2.50	\$2.50	\$2.75	\$2.75	\$3.00
Red Endless Tube.....	2.70	3.00	3.00	3.30	3.35	3.60
Gray Butt-End Tube.....	3.00	3.25	3.25	3.50	3.50	3.75
Red Butt-End Tube.....	3.45	3.75	3.75	4.00	4.10	4.35

EMPIRE PEERLESS V BELT

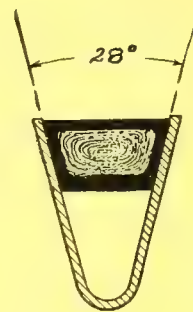


Strong, flexible, durable, practicable, non-stretchable. Made in four sizes for 28" pulleys only; length, 8 ft. 7 in.

We solicit a trial order, and are confident you will pronounce it the best belt you have ever used.

PRICES, Including Couplings,

$\frac{3}{4}$ in., \$3.15. $\frac{7}{8}$ in., \$3.90. 1 in., \$4.65. 1 $\frac{1}{8}$ in., \$5.00.



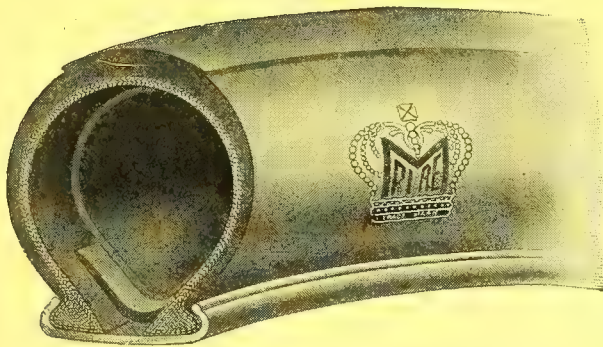
Empire Tire Co.
TRENTON N. J.



Empire Tires

WEAR LONGEST

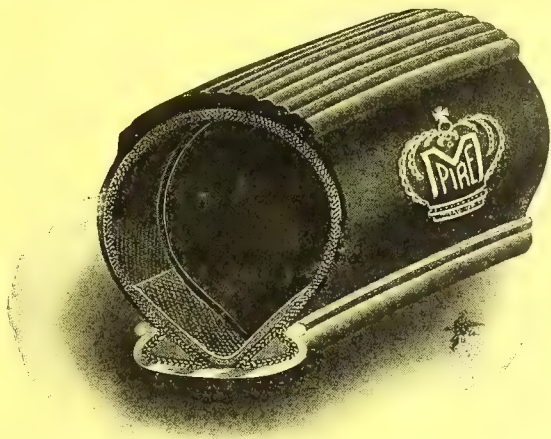
EMPIRE RAISED TREAD MOLDED MOTORCYCLE TIRES



THESE TIRES are extra heavy; made with heavy, closely woven fabric, and a lot of good rubber. They are tires that will give long and satisfactory service. With these tires we supply our molded, detached flap, which has proved such a great success with our automobile tires.

PRICE LIST

	26x2 $\frac{1}{4}$ in.	26x2 $\frac{1}{2}$ in.	28x2 $\frac{1}{4}$ in.	28x2 $\frac{1}{2}$ in.	26x2 $\frac{3}{4}$ in.	28x2 $\frac{3}{4}$ in.
Case	\$9.75	\$10.00	\$10.00	\$11.00	\$12.35	\$13.35



EMPIRE LIGHT MOTORCYCLE TIRE

This tire is of lighter construction than the molded tire, and is cured flat. It is, however, a thoroughly strong and serviceable tire. It is the best tire obtainable at the very reasonable prices charged.

PRICE LIST

	26x2 $\frac{1}{4}$ in.	26x2 $\frac{1}{2}$ in.	28x2 in.	28x2 $\frac{1}{4}$ in.	28x2 $\frac{1}{2}$ in.
Case	\$8.35	\$8.85	\$8.25	\$8.75	\$9.25



Empire Tire Co.
TRENTON, N. J.

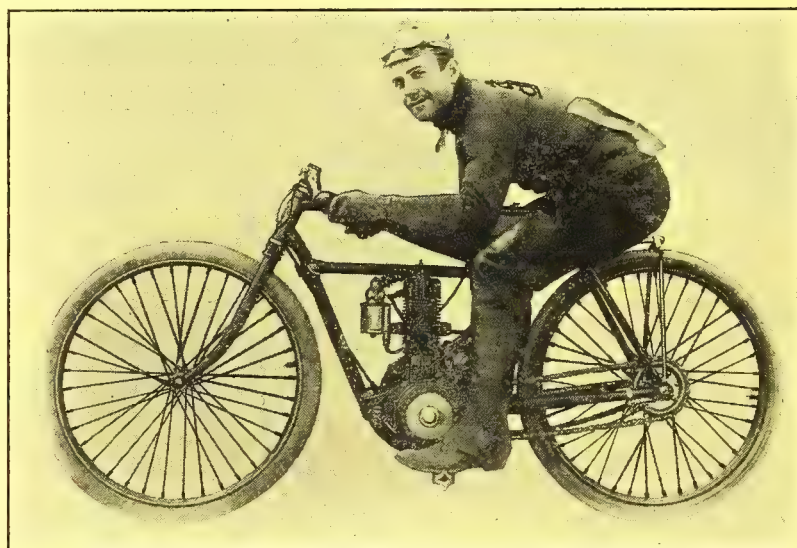


Thor

THE FASTEST SINGLE CYLINDER MOTORCYCLE ON EARTH

A m a t e u r

5 Miles
4 Min.
37⁴/₅ Sec.



Professional

98⁴/₇ Miles
97 Min.
59¹/₅ Sec.

LINGENFELDER (PRO.). THE MAN WHO DARES

Now and then we jump in and take a race from some champion rider or pit a *Thor* against machines twice its size. We do this to prove to the doubters that the *Thor* is supreme in all things. The racing game is not a habit with us as we are devoting our time studying the wants and requirements of the man with common sense, who does his motorcycle riding on the road and not race tracks.

Our plant is devoted exclusively to the production of motorcycles that will satisfy the purchaser from one year's end to the other in speed, hill climbing, durability and upkeep. Have no fear—we guarantee that you will not take any one's dust on the road while riding a *Thor*. If you doubt it, keep your eye on that *Thor* and watch them go by. You will note they are up in front.

MR. DEALER, you are selling machines to the man who wants to ride on the roads. Cater to his wants. You will find it in the *Thor*

AURORA AUTOMATIC MACHINERY CO.,
Aurora, Illinois

THIS picture does not represent a bunch of racing machines being sent off somewhere for advertising purposes. It's our average day's shipment of *Thor* Motorcycles to our Agencies, evidence that the public want motorcycles that wear well, that give satisfaction in all things on the road. This picture is proving that the dealer and the public know where to go to purchase the best. Every one of these machines are equipped with the *Thor* GEARED TRANSMISSION. It shows the great demand for

Thor

The Motorcycle Supreme

and the prosperity of *Thor* Agents.



“DON'T BE A TRAILER”—Ride a *Thor*

AURORA AUTOMATIC MACHINERY CO.,
Aurora, Illinois

BOSTON:
MOTORCYCLE SPECIALTY CO.,
258 Columbus Ave.

DISTRIBUTORS
NEW YORK:
JOHN S. LENG & SON CO.,
33 Murray St.

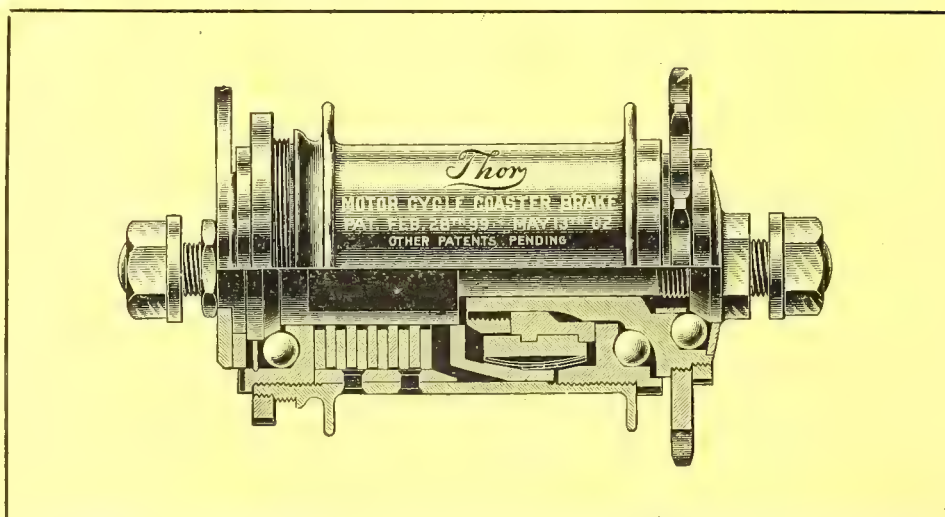
PACIFIC COAST:
A. FREED,
San Francisco, Los Angeles

16¹/₂ Square Inches

BRAKING SURFACE

===== in the =====

Thor Coaster Brake

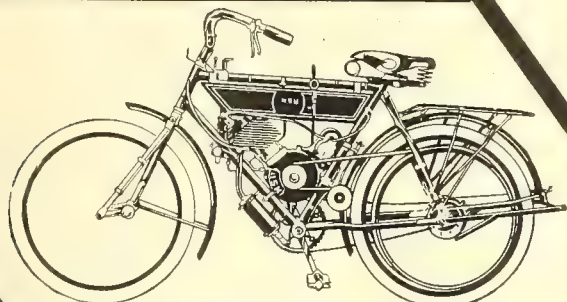


CAREFUL workmanship, lasting qualities, are the factors that appeal to the motorcyclist and to the motorcycle manufacturers. 75% of the motorcycles made this year will be equipped with *Thor* Coaster Brakes. They are built for the work. The makers who use them have studied what is good for you. Insist on having it in your equipment.

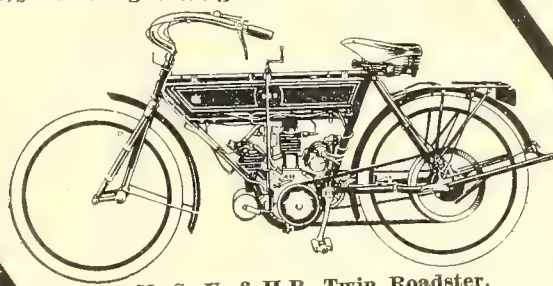
AURORA AUTOMATIC MACHINERY CO., Aurora, Ill.

LICENSED COASTER BRAKE MANUFACTURERS

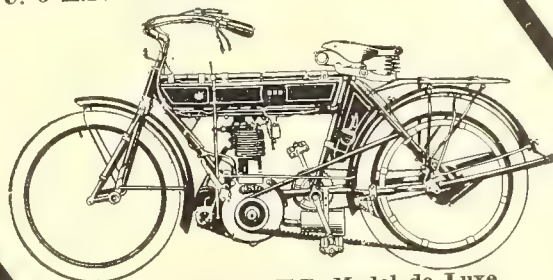
THAT *NSU* LINE



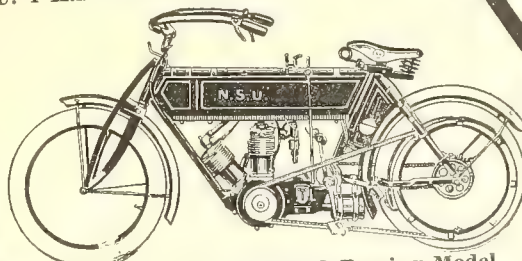
N. S. U. 1 1/2 H. P. Light Weight



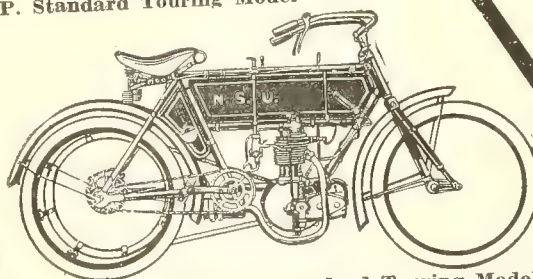
N. S. U. 3 H.P. Twin Roadster.



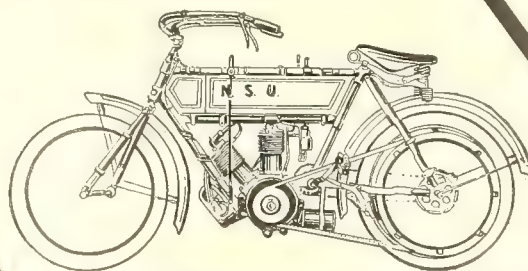
N. S. U. 4 H.P. Model de Luxe



N. S. U. 6 H.P. Standard Touring Model



N. S. U. 3 1/2 H.P. Standard Touring Model



N. S. U. 6 H.P. F. A. M. Endurance Model

The most exquisite array of motorcycle perfection ever presented to the American Public.

Because of its wonderful efficiency in power and speed.

Because of its simplicity, strength and mechanical construction.

Because of its uniformly reliable smooth running and simple motor.

The N. S. U. has proven itself to be

THE MERCEDES OF MOTORCYCLES

On your choice of a Motorcycle depends your peace of mind and probably entire recreation. You, naturally, want a machine that you can rely on under any condition; one that will not leave you stranded; a machine that will take you up any hill and be able to give dust to the other fellow.

**The
N. S. U.
is
IT**

The N.S.U.

is the originator of all the most important motorcycle ideas. Year after year we have had the other fellows in our wake, and to-day the N. S. U. stands pre-eminent not only in ideas but in the material used and the workmanship entailed. When you buy an N. S. U. Motorcycle you get

Absolute Perfection without a doubt

Omitting the lamp, the N. S. U. is fully equipped for the road, and on delivery can be taken straight away on a prolonged tour without any fear of hitch occurring, but on the contrary will prove surprisingly RELIABLE and extremely FAST.

SOME INTERESTING DOINGS

1 Mile, 46 $\frac{4}{5}$ seconds

5 Miles, 3 min. 59 $\frac{1}{5}$ sec.

6 Miles, 4 min. 47 sec.

ALL WORLD'S RECORDS

Also the highest award and 3 gold medals in the F. A. M. Endurance Contest of 1908. The highest award and 2 gold medals in the N. Y. M. C. Quarterly Trials of 1909.

There's still Agents' Territory to be had

N. S. U. MOTOR COMPANY, 206 West 76th St., New York City

CATALOGUE "B" EXPLAINS



Diamond Bicycle Girl For You

A HANDSOME LITHOGRAPHED HANGER
21x28 DONE IN TEN COLORS

If you have already written for a copy it will be forwarded within a few days.

If you have not and want one, write Akron.

We want you to have this picture and we want you to realize more than ever before the great superiority of

Diamond BICYCLE TIRES

You can bank on one thing—Diamond Bicycle Tires will stand every test and bring the customer back for more.

Don't jeopardize your trade with other makes "just as good but cheaper." They cost more in the long run.

Ultimate cost is the only true test.

The Diamond Rubber Co.

Akron, Ohio



PROFITS
Continued

Diamond
BICYCLE
TIRES

mean not only a first sale but a second, a third and on to indefinitely continued profits.

¶ The Diamond policy of assuring the continued success of the dealer through the continued satisfaction of the customer has forced the sales of Diamond Bicycle Tires to enormous proportions.

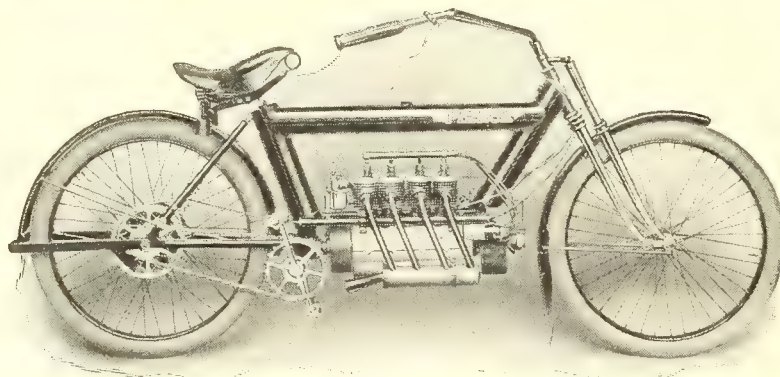
Quality Tells.

—THE—
Diamond Rubber Co.
AKRON, OHIO



Pierce Vibrationless Motorcycle

Four Cylinders



Shaft Drive

Briefly stated, the advantages of the Pierce Vibrationless over every other motorcycle are as follows:

4 Cylinders, which give a continuous power current, resulting in an entire *elimination of vibration*.

A Shaft Drive: Greater in efficiency, cleaner and more durable than any other form of transmission.

An Automatic Oiling System: *Force Feed Gear Pump* used in no other motorcycle; similar to that used in best automobiles.

A Frame of Large Tubing: Gives added strength, greater elegance and does away with separate tanks.

Bosch Magneto: *Two Band Brakes*; *Simple and Efficient Control*; *Best Material and Workmanship*.

The Pierce can be sold in every town; the profits to the dealer are excellent and we solicit correspondence from those who have facilities for handling motorcycles. Our complete catalog containing mechanical description can be had on application.

We claim superiority for Pierce Bicycles over every other make, for ours is the only bicycle with every bearing turned from solid bar stock. Pierce Bicycles ride easier, look better and *wear better* than any other. Pierce Cushion frames, chain and chainless, represent the real luxury of cycling. We also have in rigid frames our Racers, Roadsters and Heavy Service Models.

We make a specialty of prompt deliveries, and orders are filled immediately on receipt.

A large proportion of our product goes to foreign countries and we have a well organized Foreign Department to take care of correspondence and orders received from abroad.

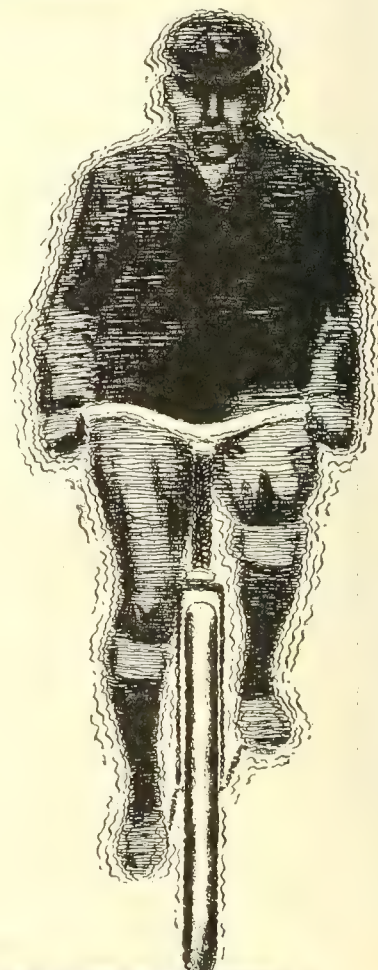
There is money in the combined agency of bicycles and motorcycles. Will you permit us to explain?

THE PIERCE CYCLE COMPANY

5 HANOVER STREET

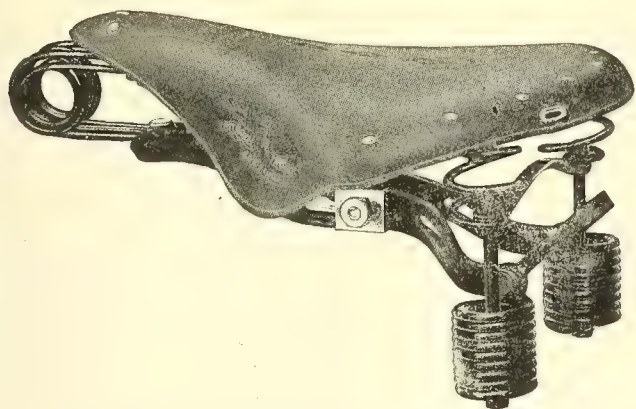
BUFFALO, N. Y.

Our own branches at Denver, Colo., and Oakland, Calif.

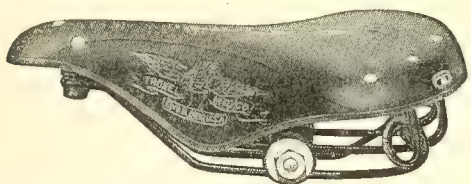


PIERCE

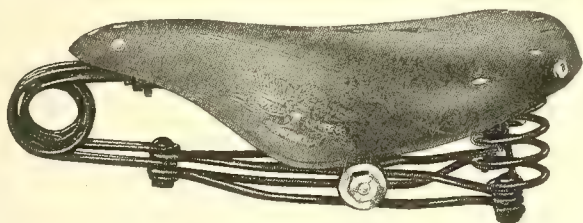
The Quality Line for Motorcycles and Bicycles



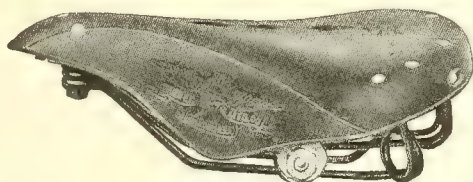
TROXEL EAGLE MOTOR SADDLE
Length, 13 $\frac{1}{4}$ inches Width, 12 inches



EAGLE SPECIAL
Length, 10 $\frac{3}{4}$ inches Width, 7 $\frac{3}{4}$ inches



EAGLE IDEAL
Length, 12 inches Width, 9 $\frac{1}{2}$ inches



EAGLE LEADER
Length, 10 $\frac{3}{4}$ inches Width, 8 $\frac{3}{4}$ inches

Mr. Dealer:

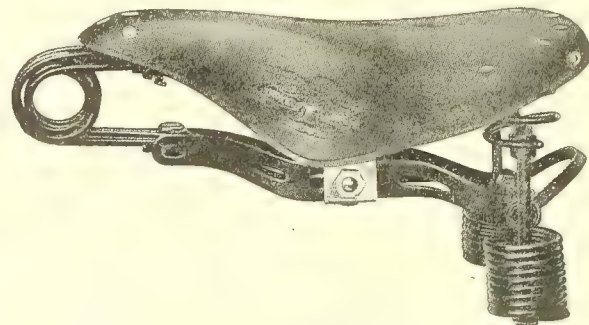
Have you seen these saddles? They are good to ride, easy to sell and make you lasting friends and money.

It is just a question of time until every rider will demand these saddles.

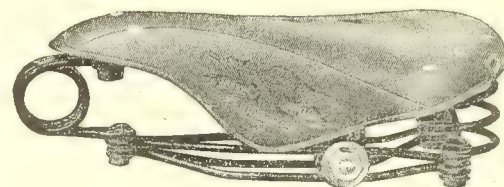
Will you be ready to supply them?

Mr. Rider:

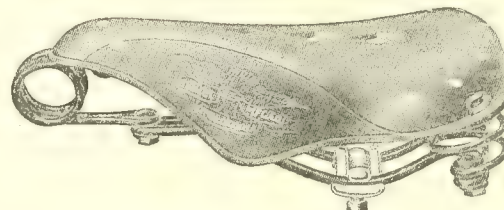
If you want to get the real pleasure of motorcycling and bicycling be sure these saddles are part of your equipment.



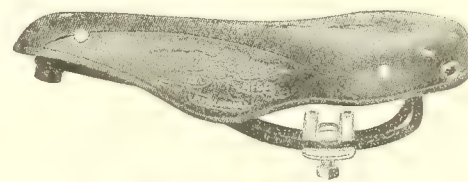
EAGLE CLIMAX BICYCLE SADDLE
Length, 12 inches Width, 9 $\frac{1}{2}$ inches



EAGLE EMPIRE
Length, 10 $\frac{3}{4}$ inches Width, 7 $\frac{3}{4}$ inches



EAGLE ROADSTER
Length, 10 $\frac{3}{4}$ inches Width, 7 $\frac{3}{4}$ inches



EAGLE RACER
Length, 10 $\frac{3}{4}$ inches Width, 7 $\frac{3}{4}$ inches

These saddles comprise all of the good points which insure quality and durability.

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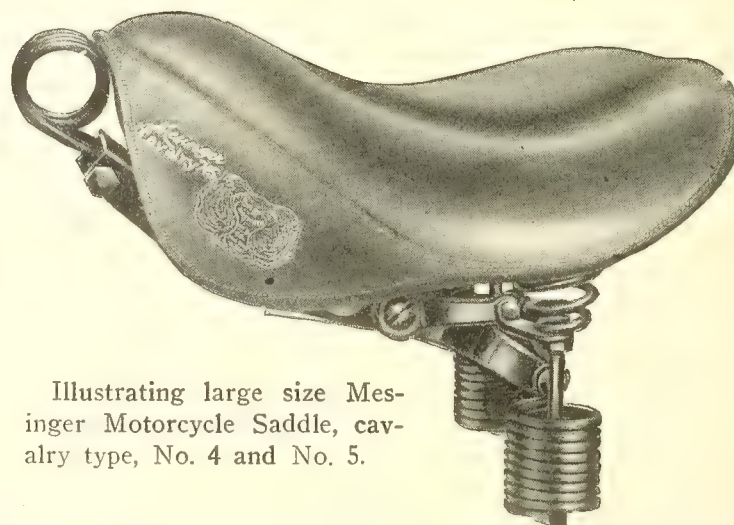
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ELYRIA, OHIO, U. S. A.

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—the Only Saddles Provided with Shock Absorbers—

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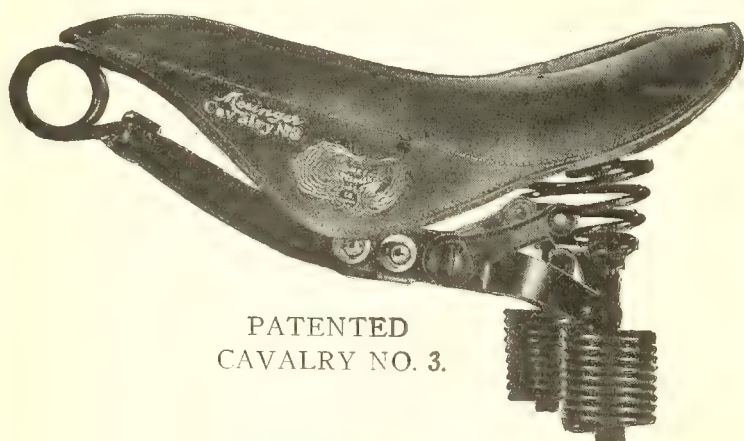


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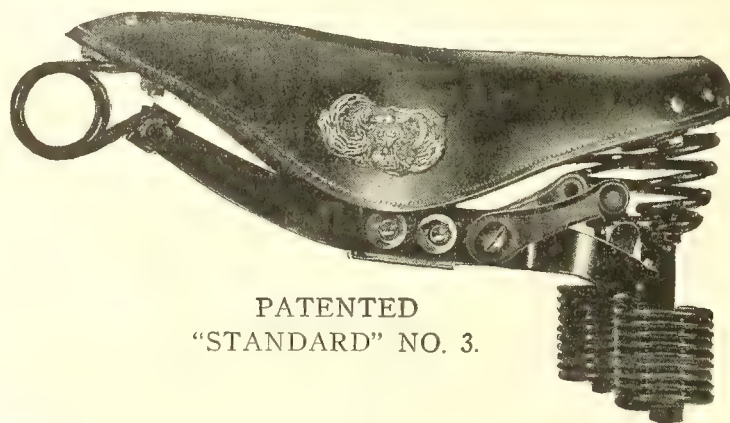
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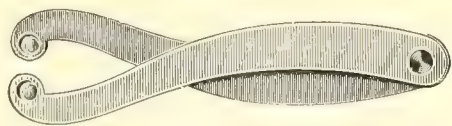


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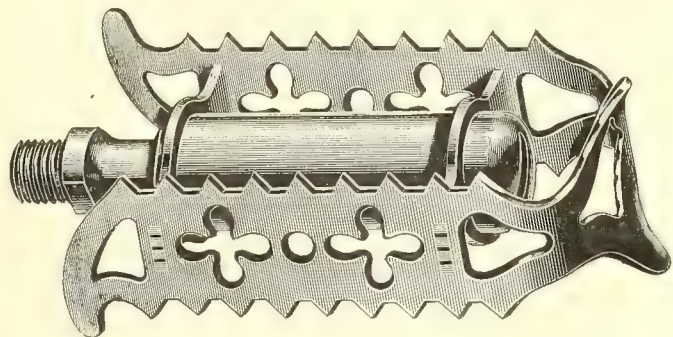
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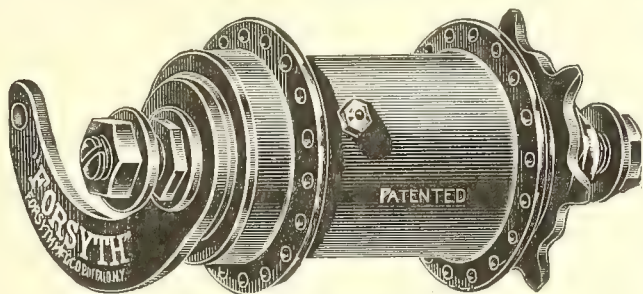
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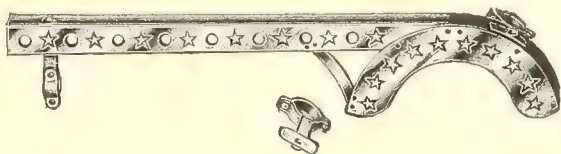
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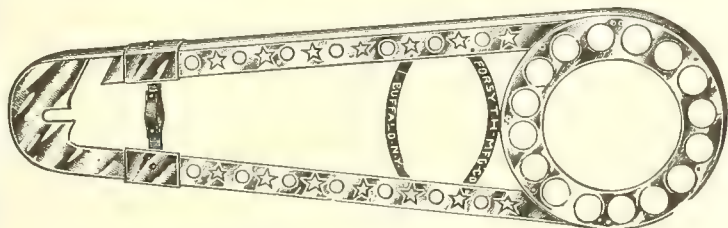
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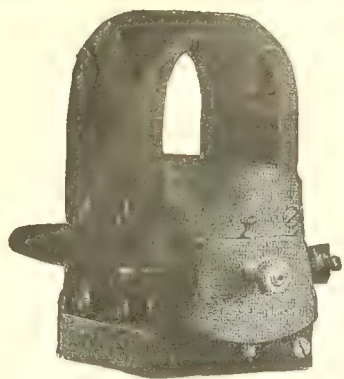
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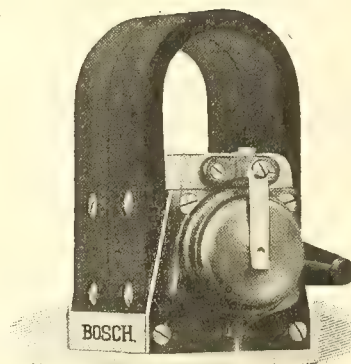
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, May 1, 1909.

No. 6



"Come Out! The Roads are Fine!"

MANY THRILLS FOR LOS ANGELES

Graves Rides Mile in 46 $\frac{4}{5}$; Huyck also Breaks Records—Derosier Meets Defeat and First Accident Occurs.

Los Angeles, Cal., April 25.—Another large and enthusiastic, though somewhat nervous crowd, numbering about 3,000 people, got more than their money's worth at the postponed meet of the Los Angeles Motorcycle Club on the Coliseum 3 $\frac{1}{2}$ laps board track here today. They saw three world's records broken and two established; hailed with delight the defeat of Derosier by Samuelson on a machine the former had loaned him and again crowed at Derosier's defeat in the handicap; saw a thrilling exhibition when Samuelson's monstrous pacing locomotive caught fire and had to be run off the track to the infield, and received more shudders than at any previous meet when E. E. Earhart ran wide and hit the grandstand rail, injuring three men, who were leaning against it, two of them perhaps fatally, and falling 20 feet to the ground without injury to himself. Truly it was an afternoon of thrills.

The first slashing of world's records occurred in the four miles amateur race for machines up to the full limit of piston displacement—61 cubic inches. Huyck on his Indian and Graves on an N. S. U. were the only starters, and the former immediately nosed out a lead, covering the first mile from a flying start in 49 $\frac{2}{5}$ seconds, which is a new competition record. Graves began to slide on the slippery track early in the race and after hitting his crank on one of the steep banks he became so nervous that he withdrew at the end of a lap. Huyck continued and covered two miles in 1:37, which also establishes a flying start competition record. At three miles, covered in 2:26 $\frac{4}{5}$, he was 10 $\frac{3}{5}$ seconds under his record made on March 14th, and the entire distance of four miles was ridden in 3:17 $\frac{1}{5}$. The old record, also held by Huyck, was made last Sunday, and stood at 3:45.

The other world's record that was dented was the one mile against time from a flying start. Because of the accident to Earhart in which both Huyck and Graves had narrow escapes from falling, the 10 miles open for amateurs, which had been carded, was eliminated as both men were nervous. Graves, however, consented to do a mile exhibition, and this substitution proved a fortunate thing for the young man. Despite the fact that he rode high on the banks, Graves flew around the wooden saucer in lightning speed and the timers concurred with 46 $\frac{4}{5}$ seconds. This not only breaks Huyck's record of 54 seconds, made at Detroit last September, but it is even better than Derosier's professional record.

The unfortunate accident in which three men were injured took place during the five miles amateur for 5 horsepower ma-

chines, in which there were five starters. Huyck had gone like a streak from the starting gun and was fast overhauling Earhart for a gain of a lap when the mishap caused consternation. Earhart swung wide and Huyck darted through on the pole just before the grandstand was reached. As the two riders came abreast they seemed to close in on each other. Earhart's elbow struck Huyck and the next instant the former was seen heading straight for the crowded grandstand. Three men were leaning over the rail watching the race and Earhart's sudden outward shunt happened so quickly that they would have been powerless to move from the spot, anyway. The men were directly in the path of Earhart's feet and he hit them so hard that their skulls were brought together with such force that Howard Piper of this city suffered a fracture at the base of the skull, while Charles H. Henry, of Hiawatha, Kan., received a dislocated vertebra. Both men probably will die. The third man in the path of Earhart was R. Boyd, who escaped with a badly wrenched arm.

After hitting the men Earhart catapulted across the stand, broke through the railing and dropped to the ground, twenty feet below, suffering only a bruised arm. The accident created so much excitement that Referee Gates flagged the other riders. The race was re-run, but cut to two miles, Huyck winning in 1:49.

The really big surprise of the day was the defeat of Derosier by Samuelson. Prior to to-day whenever Derosier has consented to loan another rider one of his extra Indians something has gone wrong with the loaned machine. But to-day nothing happened and Samuelson was unkind enough to almost lap Derosier upon the machine that he had borrowed from the record holder. The defeat occurred in the ten-mile professional open. Derosier led for the first mile or so, when Samuelson began to creep up, and amid great cheering he passed Derosier. The crowd naturally expected that the Frenchman was only "stalling," but when Samuelson continued to widen the gap between himself and Derosier the crowd instantly realized that for once in his "fast life" Derosier was about to get walloped. Realizing this the crowd gave the Utah rider a soul-stirring ovation.

Mitchel's machine also had temporarily joined the Downandouters, so that Lingfelder on a single Thor, Derosier and Samuelson, the latter on a borrowed Indian, were the only starters in the five miles professional event, Lingfelder as usual being given two laps handicap over the larger machines. Lingfelder got unusual speed from his one-lunger and beat Derosier by several lengths, having been passed only once by the scratch men. Derosier then made a protest, claiming that he had not been apprised of the handicap.

Derosier did not appear to have his usual supply of nerve on ready tap to-day, and it may have been because the track was slippery. At Derosier's request the track,

which had become oil soaked in spots, had been given a lye and water bath by members of the club, and though the banks shed the grease all right, it did not roll off the track near the foul line and made this portion a bit slippery and treacherous.

Although the time necessarily was slow the ten miles amateur for machines not greater than 26 $\frac{1}{2}$ cubic inches piston displacement was really the most interesting event on the card, as there were five starters and a frequent shift in positions until the finish. After much passing and repassing Balke got his Thor into a winning stride and finished a winner in the excellent time of 11:45. Graves, who in this event was mounted on an Indian, put up a rattling good fight and beat Knappe, also on an Indian, for second place. Balke also scored a victory over Huyck in the class for machines under 20 cubic inches, Huyck turning the tables in the 30 cubic inches class. The other events were a challenge club cup race, in which Balke defeated Knappe, a five miles paced exhibition by W. E. Samuelson on a bicycle in 6:42 $\frac{3}{5}$, and a ten miles exhibition by Lingfelder on the Thor in 9:47 $\frac{4}{5}$, which, so far as known, is the best time for the distance ever made by a single cylinder machine. The summaries:

Four miles amateur, for machines not exceeding 20 cubic inches—Won by Charles Balke, Thor; second, Fred Huyck, Indian; third, Irwin Knappe, Indian. Time, 4:44 $\frac{1}{5}$.

Five miles amateur, for machines not exceeding 30.50 cubic inches—Won by Fred Huyck, Indian; second, Charles Balke, Thor. Time, 4:47 $\frac{4}{5}$.

Four miles amateur, for machines not exceeding 61 cubic inches—Won by Fred Huyck, Indian; second, M. J. Graves, N. S. U. Time by miles, 0:49 $\frac{2}{5}$, 1:37, 2:26 $\frac{4}{5}$, 3:17 $\frac{1}{5}$ (all world's competition records).

Five miles professional handicap—Won by E. Lingfelder, Thor (2 laps); second, J. Derosier, Indian (scratch); third, T. M. Samuelson, Indian (scratch). Time, 4:17.

Five miles challenge club cup race, amateur—Won by Charles Balke, Thor; second, Irwin Knappe, Indian. Time, 6:16 $\frac{4}{5}$.

Ten miles professional, scratch—Won by T. M. Samuelson, Indian; second, Jacob Derosier, Indian; third, Lingfelder, Thor. Time, 8:46 $\frac{3}{5}$.

Five miles amateur, for machines not exceeding 48 $\frac{1}{2}$ cubic inches—Stopped because of accident and re-run for two miles. Won by Fred Huyck, Indian; second, M. J. Graves, N. S. U.; third, A. Ward, N. S. U. Time, 1:49.

Ten miles amateur, for machines not exceeding 30 $\frac{1}{2}$ cubic inches—Won by Charles Balke, Thor; second, M. J. Graves, Indian; third, Irwin Knappe, Indian; fourth, F. Lodge, Merkel. Time, 11:45.

One mile against time, amateur—By M. J. Graves, N. S. U. Time, 0:46 $\frac{4}{5}$ (world's record).

Ten miles against time, professional—By E. Lingfelder, Thor. Time by miles, 0:53 $\frac{4}{5}$, 1:57, 2:55 $\frac{3}{5}$, 3:54 $\frac{7}{5}$, 4:53, 5:51 $\frac{4}{5}$, 6:51, 7:50 $\frac{1}{5}$, 8:49 $\frac{4}{5}$, 9:47 $\frac{4}{5}$.

MARATHON LAURELS FOR KRAMER

The Champion Outsprints Fogler in Event at Newark Marred by a "Strike"—
Amateur Honors Divided.

Because of an unjustified strike by seventeen professional riders at the Newark (N. J.) Velodrome on Sunday last, 25th ult., the racing was not as exciting as otherwise might have been the case. There was only one professional event on the program, that a "Marathon," 26 miles 835 yards event, and with only eleven riders to make the going the crowd did not display an overabundance of enthusiasm. It was won by Frank L. Kramer, who beat Joe Fogler by a half length.

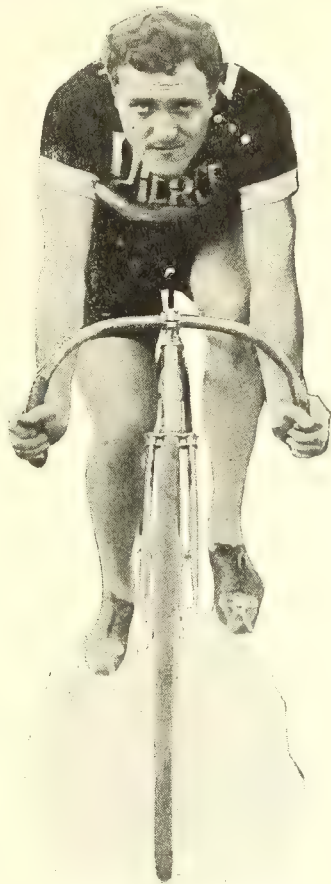
The lack of interest in the professional race was made up in the amateur events, however, and honors were divided between Percy Lawrence, of San Francisco, and Jerome Steinert, the crack sprinter of the Roy Wheelmen. Lawrence displayed poor judgment in the half mile open and managed to get shut out in his heat by Benjamin Neuschaefer. Steinert showed rare speed in the final heat by breaking up the combination of the National Turners and beating Jacob Magin by inches. In one of the qualifying heats of this race Frank Blatz fell on the lower turn. To avoid tripping him M. D. Simmons, of New York, swerved and hit the guard rail that surmounts the edge of the track. He received an ugly gash in his forehead and was removed to the City Hospital, but left for home in the evening.

The three miles handicap proved easy picking for Lawrence, as he won the event handily from Magin, despite the attempts of Magin's clubmates to pocket the San Franciscan. Steinert looked good for a place, but lost his chance through a fall in the bell lap.

The fact that professional bicycle riders frequently display very little judgment again was evidenced by their striking attitude Sunday. Manager Chapman had provided \$262 in cash prizes for the so-called Marathon event, but the riders thought they should have \$300. Floyd Krebs also wanted Chapman to put on a consolation race and bar several men so that he could win it, but this Chapman refused to do and Krebs succeeded in inducing sixteen other riders to refuse to start in the race. The riders who struck were Krebs, Anderson, Vanoni, Billington, Drobach, Ben Hill, Fred Hill, Rupprecht, Halstead, Stein, Mackay, Schlee, Dupuis, Cameron, Goerke and Houbourg. The hold-up proved unprofitable, as all the men later were fined by the National Cycling Association and Krebs and other ring-leaders probably will have to ride elsewhere, as hereafter their entries are to be rejected by the Velodrome manager.

The small field in the professional race did not tend to make the event fast. Hun-

ter led for three laps and then expired, and H. E. Bleeker, a new cash chaser, stopped at a mile and a half. King had enough at two miles and Guery quit a half mile later. Smith stopped at six miles and Fred West at sixteen miles, after winning a lot of lap money. This left Kramer, Fogler, Root, Galvin and John Bedell to fight it out. Between twenty and twenty-five miles Root made numerous jumps, but Kramer did not bite at the bait. Two laps from the finish, however, the champion jumped Root and went to the front with



FRANK L. KRAMER

Fogler on his rear wheel. Kramer and Fogler entered the last stretch fighting neck and neck, and although the Brooklynite gave a good battle he could not take the champion's measure, the latter winning by a half length. Fogler apparently is not riding as fast as he is capable of doing in hot weather. John Bedell was third, Root fourth and Galvin fifth. The summaries:

One-half mile scratch, amateur—Won by Jerome Steinert, Roy Wheelmen; second, Jacob Magin, National T. V. W.; third, Benjamin Neuschaefer, N. T. V. W.; fourth, Ernest Jokus, N. T. V. W. Time, 1:13½.

One mile motorcycle exhibition—By James Hunter. Time, 1:24½.

One mile motorcycle exhibition—By John King. Time, 1:26½.

Three miles handicap, amateur—Won by Percy Lawrence, San Francisco (scratch); second, Jacob Magin, N. T. V. W. (scratch); third, Martin Kessler, New York (70); fourth, Louis Owen, National T. V. W. Time, 6:46¾.

Five miles motorcycle match, professional—Won by John King; second, James Hunter. Time, 6:39.

Twenty-six miles 385 yards scratch, professional—Won by Frank L. Kramer, East Orange; second, Joe Fogler, Brooklyn; third, John Bedell, Newark; fourth, E. F. Root, Melrose; fifth, J. Frank Galvin, Roy Wheelmen. Time, 1:02:46¾.

Marathon Thrills Atlantic City.

No finish of a six days race ever created more interest proportionately than did the finish of the "First Atlantic City Bicycle Marathon" at that seashore resort on Saturday night last, 24th ult., when Henry Phillips triumphed over Albert Deardon. Both local boys had lots of friends among the 5,000 spectators who crowded into Young's Million Dollar Pier to witness the race, and the last mile was a sight worth seeing, as both riders fought every inch of the way. After Phillips won the crowd gave full vent to the enthusiasm aroused by the exciting finish of the race, lifted him shoulder high and marched with him around the big hall several times amid cheers.

The Marathon race, which went the full distance of 26 miles 385 yards, was arranged by Albert Deardon, and it proved a splendid post-Easter diversion for Atlantic City visitors and natives. James League, who is employed by Van Doren, finished third. League wanted to quit at 10 miles, but when Van Doren told him there would be no salary unless he finished League got down to work and moved from seventh to third position before the bell lap. W. Richard Stroud, the Philadelphia crack, finished fourth after several falls which would have taken the starch out of a less resolute rider. William Calder, a youngster who will be heard from later, finished fifth, after having two bad falls early in the race. Elwood Watson got sixth. Time, 1:46:00.

The curtain raiser to the Marathon race was a two miles pursuit between Richard Hemple, Jr., and Albert Deardon. Hemple is now a patrolman along the famous boardwalk, and the work is such that his championship edge apparently has been dulled. Deardon had everything his own way from the start, and as Hemple fell twice in the course of the contest the victory was doubly easy.

Vanden Dries and Raleigh Both Win.

William Vanden Dries won the one mile Military Athletic League championship, held in the 13th Regiment armory, Brooklyn, N. Y., Saturday night last, 24th inst. Owen J. Devine was second and Walter Raleigh third. Time 2:30¼. In the two miles championship Raleigh finished first with Devine a close second, and Charles Nerent third.

Tire Plant Destroyed by Fire.

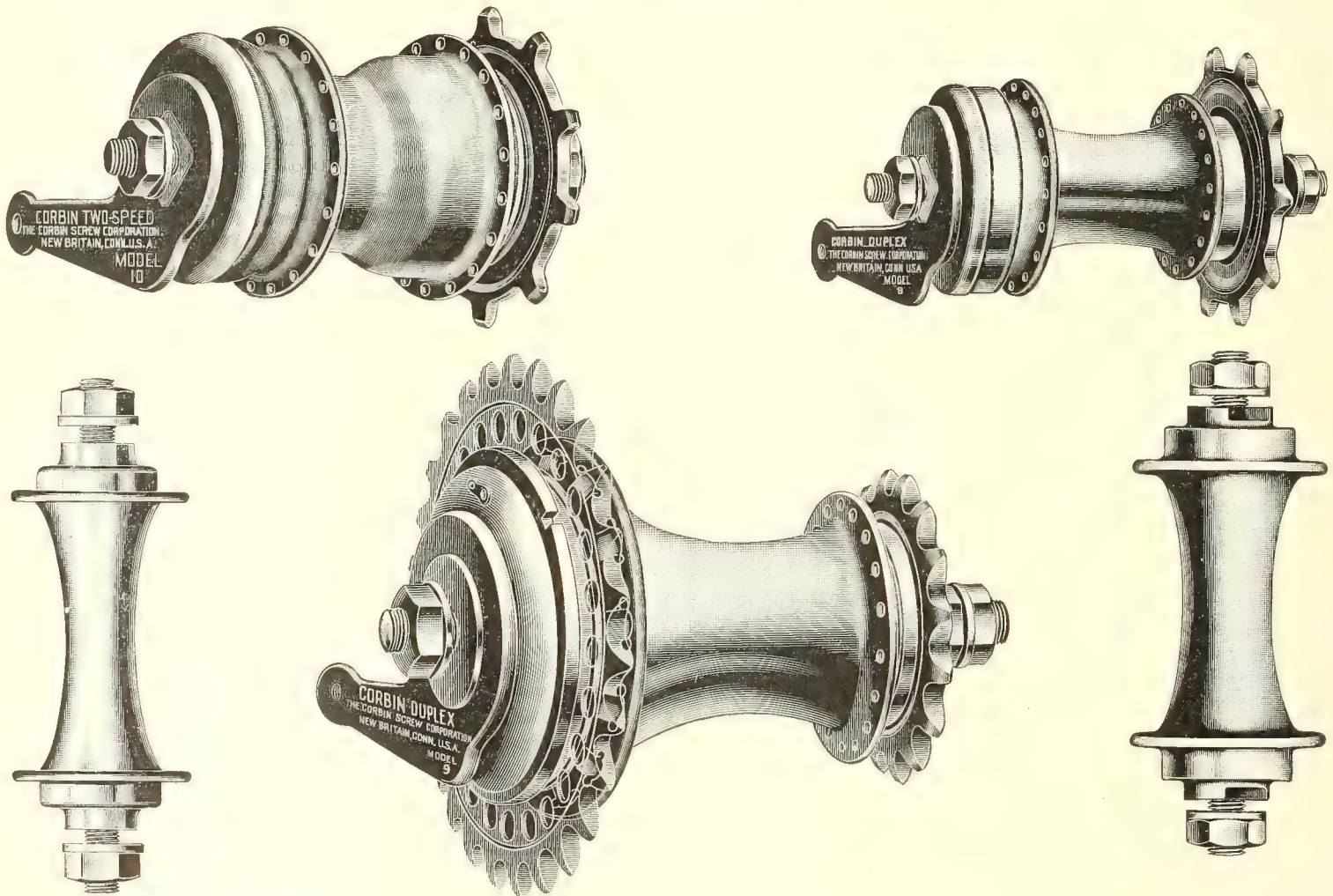
The plant of the Lockport Rubber Co. at Lockport, N. Y., was totally destroyed by fire at 4 o'clock Wednesday morning last, April 28. The loss will approximate \$200,000. The cause of the fire has not been ascertained.


The Name Corbin on a Coaster Brake

is about as strong a guarantee as any cyclist can ask or require or obtain. It is a name that never has been placed on a questionable production.

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LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
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NEW YORK, MAY 1, 1909.

"I received the sample copy of the Bicycling World as requested, and must say that I am very much pleased with it. It is just the sort of paper I want. Enclosed is \$2 to pay for a year's subscription."—Albert Highly, Pittsburg, Pa.

The Spirit of Out of Doors.

It is a good old saying, usually quoted in one of the dead languages, but full of live truth, that a sound mind and a sound body go together. And there is no better method of preserving the soundness of the body than by well chosen and well directed exercise and recreation. Both of these, and each in itself, serve to divert the mind from the warping influence of every day care and the narrowing tendency of monotonous application to specific lines of occupation. The old Latin proverb might be paraphrased somewhat elaborately, gaining instead of losing force, by saying that mental elasticity goes with well controlled muscles; mental strength goes with expanded lungs; and breadth of view goes with it all.

There is no season of the year when the truth of these utterances comes home to mind with such power as when nature, reviving from the deadness of winter, seems almost to present more of interest and charm than in any preceding season. The

seeming is in ourselves, rather than in nature; and the fact behind it simply is that we require just what she is offering to us—the change of scene, the contemplation of the universe and the untrammelled enjoyment of living that are offered in romps and rides in whatever direction the opportunity and our own sweet will may lead us. We have the inclination for it, a latent one perhaps, but it is within us, and there are few so prosaic who, yielding to the inclination, will not realize, in addition to renewed health and strength, the truth of Shakespeare's declaration about there being "sermons in stones, books in the running brooks, and good in everything." There need be no listening for the sermons nor search for the books; they will be heard and read unconsciously and the good will come in the better success with which the duties of life will be met after the outing. The more varied the routes chosen the broader will the influence be and the greater the effect in switching the mind out of worn ruts of thought.

Herein is the glory of motorcycling. The little machine annihilates distance and levels all roads, while it makes accessible paths of travel that are scarcely possible to any other roamer than the pedaling cyclist and the pedestrian. It is bound by no timetable or prearranged itinerary. The tourist may skip uninteresting localities with all the speed the law and his own common sense permit; he can loiter along the enticing paths, resting where the inclination suggests rest, and caring nothing but for such comfort and enjoyment as are available. At will he indulges in the exhilaration of swift and easy motion, or the excitement of a climb to the hilltop that promises a cycloramic view of village and farm, lake and stream, with perhaps a shimmering expanse of ocean between the broken lines of the shore and the unbroken line of the horizon. And even if the outing is but for a day, he experiences along his unscheduled route a series of pleasures unexpected, and describing some sort of a circle, he reaches his home in a condition to get the best possible results from the night's sleep.

So, also, the rider of the bicycle knows the benefits of the care-free outing which, aside from the mental recreation it affords, is worth while for its physical benefits alone. Somehow there is in the freedom of the broad, open country an inspiration to unwonted use of arms and legs; the ordinarily sedate man will shy bits of rock at any kind of target, animate or inanimate,

and the most demure of maidens will make a Marathon course of the cow pasture, if she thinks nobody is looking; the parson will turn somersaults in the exuberance of his solitary glee, and the schoolma'am will roll down the hill instead of walking, if she happens to find herself monarch of all she surveys. There are physical fibers in the composition of every individual that cry out for exercise at such times and, circumstances favoring, they get it. Then the man or woman enjoys the fresh air and the beautiful landscape all the more because of the deeper breathing and stronger circulation that result.

Of the many ways in which an outing may be enjoyed none presents so many points of advantage as that of cycling, and it follows that to no class of persons does the spring present so many allurements to wander as it does to the cyclist. Roaming care-free and lightly equipped, by the highway or by the cowpath through the woods; lifting his steed over stone walls to make a short cut; carrying it across the stream he fords in order to avoid a long detour; eating his light lunch under a tree and washing it down with draughts from a crystal spring; resting his limbs and taking a nap wherever he finds a shady spot and feels sleepy, he can say with Monte Cristo, "The world is mine!" He can get more than 57 varieties of exercise in the course of a day, and an equal number of new impressions; and if he is not a better man, physically and mentally, at the end of his outing, than he was before, he is one of that sort in whom nature made a serious mistake. That sort, however, are either too inane or too sordid to take to cycling or any other form of pastime; and as to the beauties of nature, such people are of a class personified by the poet Wordsworth in Peter Bell:

"A primrose by a river's brim,
A yellow primrose was to him,
And it was nothing more."

"Enclosed please find \$2 for subscription for the Bicycling World. I have the opportunity to read it at our motorcycle club house, but cannot await the minute of its arrival there, and besides I do not get the full benefit of reading it while talking is going on. Finding that it contains so much information and so many hints of real value worthy of slow digestion and valuable for reference, I now desire to have the paper constantly in reach at home."—Carl Heise, San Francisco, Cal.

CORRESPONDENCE

About Dissolvents and Lubricants.

Editor of the Bicycling World:

(1) What are your best suggestions for the removing of carbon inside of motorcycle cylinders and on piston tops without taking the engine apart? In using any solution or preparation for the purpose is there not some risk of injuring the engine?

(2) What lubricating oil is the best? What amount of oil do you think is best per minute, riding 10 or 15 miles per hour with a single cylinder mechanically operated intake valve? These questions are up against us all this year with our $3\frac{1}{2}$ horsepower engines.

F. E. EMERT.

[1. The simplest and most efficacious carbon dissolvent of which we have personal knowledge is a solution of kerosene and baking soda (bicarbonate of soda) of household use. Mix a generous ounce of the soda to each half pint of kerosene and pour into the cylinder and after turning over the engine a few times permit the solution to remain a few hours or over night. It will completely dissolve the carbon, the residue of which should be flushed out with kerosene. The solution is cheap, always available and perfectly harmless, the kerosene in itself containing lubricant properties.

2. The best oil is that recommended by the manufacturer of each respective brand of motorcycle. He has done the most experimenting and therefore knows what is best. It is well to remember, however, that cheap oil is false economy, and that only mineral oils should be applied; animal or vegetable oils should not be used except in emergencies. A pumpful of oil every 20 miles should keep a single cylinder engine running sweetly.]

Favors Rear Position for Saddle.

Editor of the Bicycling World:

There is probably no question that has been the subject of more discussion among cyclists than the proper saddle position. Experience has taught those who learn from experience that the saddle should be low enough to allow a bend in the leg, even when the pedal is at the lowest point, thus avoiding locking and unlocking the knee joint, plainly a useless and slow action.

This being settled to nearly every rider's satisfaction, the horizontal position is then to be determined. Most road riders have the saddle well forward, claiming that in this position the weight is over the work, and may be better utilized, while track riders usually have the saddle well back. It is in support of this latter position that this letter is written.

It is well known that the rear wheel passes over the road with less friction than the front one, as is readily proved by riding up a slight curb, when it is found necessary to raise the front wheels by aid of the

handle bars, while the rear wheel mounts the obstruction quite easily, due to the wheel receiving its power from the chain instead of the road. Therefore the bicycle should run easier with the weight of the body over the rear wheel than the front, especially if the roads be rough.

Then, again, it will be found that more power may be exerted on the pedals with the saddle placed over the rear wheel, for the reason that a better upward pull can be secured on the handle bars, thus utilizing the entire strength of the legs, instead of only that necessary to raise the body.

It would seem that a careful study and a few practical experiments would lead anyone to the conclusion that the rear position of the saddle is much more satisfactory for all around riding than that forward generally used by road riders. Is it not logical?

JERSEY CYCLIST.

Trouble Due to Overgearing.

Editor of the Bicycling World:

I have a 30.17 motor, $4\frac{1}{2}$ gear, which behaves badly on steep grades, though it has lots of power on the level. There are several hills around here which are quite steep at the bottom, but easier further up. The machine will falter and pound up the steep part, but as the slope decreases it will pick up and run fine. I have a notion that the location of the spray nozzle somewhat forward of the float chamber is to blame. What do you think?

J. J. SINCLAIR.

[It is unlikely that the spray nozzle has anything to do with the behavior. The trouble appears to be that the engine is geared too high and that you are not operating the spark advance to the best advantage. The fact that the motor "pounds" is evidence of laboring due to overgearing and of a spark advanced too far. Lower the gear and in all probability the so-called trouble will disappear.]

Real Records and the Other Kind.

Editor of the Bicycling World:

Will records made on a flat dirt track be classed with records made on a saucer, or will they stand as flat dirt track records?

INTERESTED.

[Unless they happen to be the fastest times ever recorded they will not stand as records at all; in that event, they will stand as **the** records. There are no such things as dirt track, board track, or cement track records. Such "records" are spurious and though frequently heralded in print are mere chaff which serves only to confuse the public and to tickle the fancy or pride of those directly concerned. Official records include only the fastest times ever recorded, regardless of track sizes or surfaces or the weights or gears of bicycles or the horsepower or number of cylinders of motorcycles, provided only that they do not exceed such limitations or conditions as may be fixed by the governing body of whatever sport.]

COMING EVENTS

May 2, Valley Stream, N. Y.—International Cycle Association's 10 miles handicap road race; open.

May 9, Brooklyn, N. Y.—New York Motorcycle Club's double century run; open.

May 9, Jersey City, N. J.—New Jersey Division C. R. C. of A.'s annual spring century run; open.

May 16, Brooklyn, N. Y.—Century Road Club of America's spring century run; open.

May 23, Springfield, Ill.—Illinois Wheelmen's 12 miles handicap road race; open.

May 31, Wilkes-Barre, Pa.—Motorcycle hill climb up Giant's Despair; open.

May 30, New York City—New York Motorcycle Club's hill climb; open.

May 30, Los Angeles, Cal.—Appeal 25 miles handicap road race; open.

May 30-31, Los Angeles, Cal.—Los Angeles Motorcycle Club's annual endurance contest.

May 31, Plainfield, N. J.—Plainfield's Cycling Club's 25 miles handicap road race; open.

June 8, Newport, Ind.—Danville (Ill.) Motorcycle Club's hill climbing contest; open.

June 13, Valley Stream, N. Y.—Roy Wheelmen's First Bicycle Marathon handicap road race (26 miles 385 yards); open.

June 27th, New York City—Amsterdam Wheelmen's Queensboro century run; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of \$1 per inch.]

Entry blanks for the great

FIRST BICYCLE MARATHON

to be held at Valley Stream, N. Y.

SUNDAY, JUNE 13TH,

1st Prize—Reliance twin motorcycle.

2d Prize—Columbia racing bicycle.

3d Prize—Emblem racing bicycle.

4th Prize—Racycle bicycle.

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100—SPLENDID PLACE PRIZES—100

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COME OUT! THE ROADS ARE FINE!

Enter the
NEW YORK MOTORCYCLE CLUB'S
SPRING RUNS,
Sunday, May 9th,
SINGLE AND DOUBLE CENTURIES
on Long Island Roads.

Handsome Medals for all Survivors.
Entry blanks obtainable at any motorcycle store or by addressing A. G. Chapple, Captain, 2234 Broadway, New York City.



The Summons of Springtime

The year, with its cycle of seasons completed,
Again brings the wanderlust with its appeal
Unhampered to roam, by the smiling skies greeted
Wherever free fancy may lead us awheel.

Once more, Nature waking from Winter's long
slumber,
And donning her garments of beauty anew,
Displays to the wanderer charms without number,
And lures him the pleasures of cycling to woo.

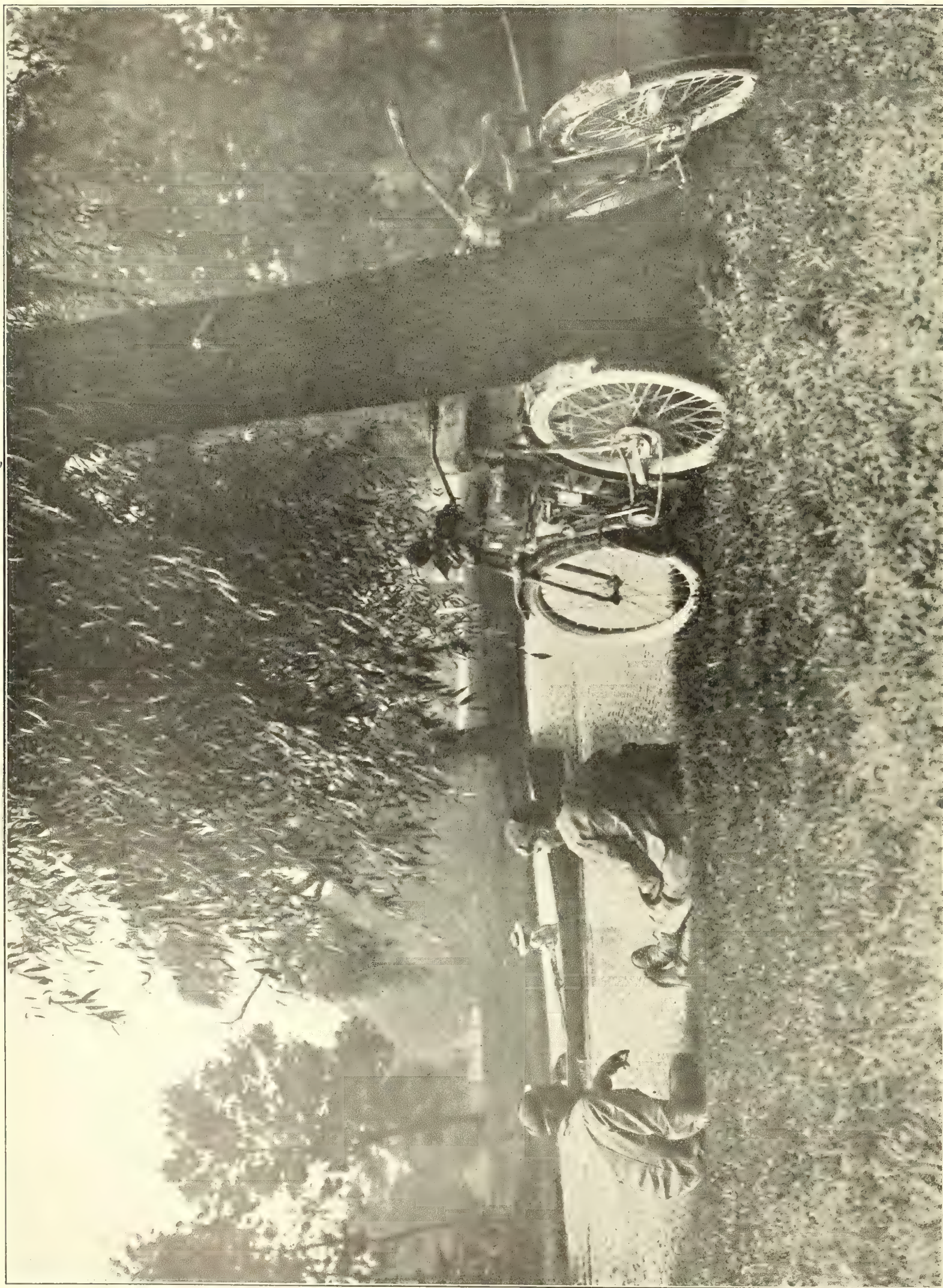
Her soft breath is laden with fragrance of flowers;
In birdsong she glorifies freedom from care;
She draws us afar and then opens her bowers,
Inviting to indolent restfulness there.

So it's out of the city and into the woodland,
Up hill and down dale, by lakelet and stream,
Through highway and byway, out into the good land,
Where the world is all picture and life a bright
dream.

What care we for distance when in the long vista
We see at the end of a joy-giving ride,
A flower decked couch for the outdoor siesta,
Or billows that challenge to bouts with the tide?

To the road! To the road! When all Nature is
glowing
With glories the Springtime brings in its train,
It is up and away, Life's currents fresh flowing,
New strength in the heart-throb, new thoughts in
the brain.

So it's ho! for the steed that unwearying carries
Its rider far-faring through Nature's abode;
And a dunce is the fellow who willingly tarries,
Unheeding the joy in the Call of the Road.



THE HALT BY THE WAYSIDE

How To Be Happy With Both

By A. POTTERER



Strange though it may appear, it required nearly twenty years of experience and also a motor bicycle to teach me the fullest satisfaction of cycling.

I am not one of those who poopoo the pedal propelled bicycle simply because I own one that is propelled by engine power, nor because I possess also a bicycle that requires leg power, do I permit the odor of gasoline to arouse my prejudice.

With me, it is not a case of "how happy I'd be with either, were t'other dear charmer away"; for I am happy with both. I have ridden them long enough for the bubbles of enthusiasm to rise to the surface and burst. "How fast?" and "how far?" have lost their significance. "How slow?" and "how sure?" are questions of far greater moment. Whether astride a bicycle or a motorcycle, one man or a dozen may pass me and it matters not. I make my own pace nowadays and take no man's dust—simply because I will not follow it.

Of course it was not always so. Twenty years have brought with them a sprinkling of gray hairs and while I am a long way from being old, perhaps the lapse of time has brought with it a change of viewpoint. There was a time when club life and the club run appealed to me. Then no man could pass me without a challenge, and when I took his dust it was because my tongue was hanging out and my legs refused longer to respond. The wild intoxication of the mad scorch, the fierce fight to be first to surmount the hill, the boast of a fast mile or a fast century and pride in a staggering mileage record—these once were the chief joys of my cycling life. Doubtless they still bring joy to the hearts of the cyclist and the motorcyclist who is in his late teens or early twenties. It would be strange were this not the case. I do not

regret those days. They were bully days.

But for all of that I believe I now obtain more real satisfaction from my bicycle. It is years since my tongue hung out or since the tumultuous thumping of my heart threatened the security of my coat buttons, or since saturated clothing clung to me like a plaster. The fast flight and the rush up hill are things unknown and were it not for the cyclometer on my motorcycle—to permit of regularity of oiling—I might forget what that instrument looks like. A twenty-five mile ride now is close to my pedalling limit.

I have become a mere potterer, if you please; but there is pleasure in every mile of the pottering. Time and distance are objects no longer, nor do I follow frequented or level routes; rather do I seek the hills which are near at hand and which seem studiously avoided by the pedal pushers of the present day. Rarely do I meet with one. Can it be that the youngsters are less hardy than those of yesteryear? And climb them—the hills I mean? Bless you, never in my maddest flight did I climb them so easily or so surely—or so slowly. Now and again I smile as a fledgling darts past me. I know how he feels, when, far in advance, he gains the top.

It has taken nearly twenty years for me to learn how to climb hills. I am guilty of overgearing, but despite it, at a six or eight mile pace, I can scale any grade within easy riding distance of my home—and some of them are "no slouches"—and scarcely feel it. I no longer "pound"; I pedal. My heart no longer thumps; it merely gently quickens. My breathing no longer is distressed; it merely is agreeably deepened. My face no longer boils; I experience simply a delightful glow. It's fine, is this uphill pottering. And downhill! Ah! it's

the joy of that comes of the coaster brake.

The eight or the ten miles pace is now my pace; and often—I admit it with pride—I have taken two hours to accomplish ten miles. The flowers and the wildwood and the landscape now have charms for me which they never held in those hurrying mileage days of yore; so, too, have the wayside halt and the wayside smoke. I stop whenever and wherever fancy wills. I can brace my back against a tree or let legs dangle from a roadside fence or riverside embankment and watch the cars—the motor cars—or the sails glide by or, with equal complacency, view the smoke of a good cigar as it curls upward.

Yes, I believe I finally have found the fullest satisfaction—the well rounded contentment that is contained in cycling. I feel sorry for those of the "old boys" who can recall only the wild days—the intoxication of cycling as it were—many of whom still are fancying that there is real pleasure in the even madder flight that more rapaciously annihilates both time and distance—the flight of the dust-swirling motor car. If they but knew!

And what of motorcycles? Even if it has not weaned me from my old love, I have one—indeed, I have. I've had it for these several years; and a good one it is, too. And reckoned by miles, the span I've covered by its use is no small span. The miles I have pushed compared with those I have been propelled are as one to five—maybe ten; I have not kept count and care little what it may be. I guess I am a motorcycle potterer, too. The speed of the thing does not appeal to me; it's the distance that it covers, the hills that it "eats up" and the marvellous ease with which it does it. If I do not eschew clubs, I take no part in club runs. Usually they are noisy, dirty,

hurly burly, uncompanionable outings, and there always are present a few men in leather clothing—how I detest it!—or with no regard for personal appearance or motorcycle welfare who are blots on the scenery and everything else; also there usually are in attendance other men whose chief joy or only joy appears to be found in going as fast as their engines will permit them to go which is two or three times as fast as is permitted by the laws of state and of common decency. The scorch of push-pedal days compares with the motorcycle scorch as a mid-summer zephyr compares with a Kansas cyclone.

When I have fallen in with a club run, my place always has been far, far in the rear—out of the noise, out of the dust, away from the ripsnorting, slambang leaders. It is the only place for the clubman who would obtain enjoyment. But it is not often that I have so fallen in. I make it convenient to do otherwise. I have found most of my pleasure alone or in company with two or three kindred spirits who also have learned that genuine pleasure is not found in whirlwind flight.

Of course there have been occasions when I have gone faster, but sixteen or eighteen miles per hour is fast enough for me. At that pace I am able to keep my seat in the saddle and to see more than the road directly ahead; for I thoroughly believe that at least 40 per cent. of those who ride motor bicycles see nothing else. When one is traveling at the rate of twenty-five or thirty miles an hour there is not much fun in it, I care not what anyone may say. The speed-mad enthusiast will protest, of course, but he does not know the real meaning of real fun. He mistakes mental intoxication for pleasure. Some men fill up with whiskey; others "fill up" with speed. The effects and the self deception are closely akin in both cases.

I had become a potterer on a bicycle before I became possessed of a motorcycle, and the same inclination is with me which ever may happen to be my mount. But because I prefer to potter does not imply that I have lost desire to wander far afield. For it is in the satisfying of that desire that my love of the motor bicycle is begotten.

For chilly days and short spins, the bicycle; for warm days and long rides—oh, yes; and for windy days—the motor bicycle, is a near-rule with me. If I arise late on Sundays, I frequently spend an hour or two, or three, in gently pushing the pedals and after a return for dinner at home, I trot out my motor bicycle and potter forty or fifty miles during the same afternoon.

I say "potter," because even with the motor I am given to wayside halts and smokes and incline to stop and view surroundings or even a small boys' ball game. I never hurry and always I seek the hills and the unfrequented roads. To me the capacity of the motorcycle for leveling hills is one of its most appealing charms. To my way of thinking the motorcycle that refuses a hill isn't "worth shucks." All of my holiday out-

"ME AND POP"



ings and all of my more recent tours have been taken astride the wonderful little engine. It enables me to see more and go much further practically without effort. But the term "go much further" may not mean as much as may appear. Even when touring on a bicycle I rarely exceeded sixty miles per day. On the most enjoyable ten days' tour in which I ever participated our party, of which I was "tourmaster," averaged only forty-seven miles per day. We saw everything worth seeing and there was but one night, when, because the distance was underestimated and we were forced to travel seventy-odd miles, that there was a tired man in the party of twelve. We took the railroad train where the roads were vilest, we walked hills if they proved steep, we took our time at our meals and afterwards, we lolled under the trees at mid-day and we had a real vacation and a genuine good time generally. So when I say that I "go further" on my motor bicycle, it probably does not mean as far as the average motorcyclist fancies.

A day's travel of between ninety and a hundred and ten miles is all I want and unless the roads are particularly good I prefer ninety miles rather than a hundred and ten. I have ridden more than two hundred and ten but I did not do so wholly for pleasure and I maintain that unless he has no nerves, the pedal-pusher who rides much more than seventy or the motorcyclist who exceeds a hundred and twenty-five miles in a day and at a moderate speed, is punishing himself, and that a restless, unrefreshing sleep and a "drawn" face—the tell-tale that belies denials—and a general physical and mental "staleness" the following day almost inevitably constitute his unpleasant reward. I know, I've "been there" many a time; but not during recent years. That the average motorcyclist is prone to go not only too fast but too far, is beyond doubting. Most of his pleasure comes of boasting of either his fast flight or his excessive and nerve-racking mileage.

To my own satisfaction, at any rate, I believe I now obtain as much pleasure—genuine pleasure devoid of mental intoxication or the gratification that comes of boast or achievement—as any man who ever straddled either a bicycle or a motorcycle. I believe I have learned the way to extract the real joys held by both and without neglect or abuse of either. Both have their place and their advantages and he who would enjoy cycling to the full and who can afford them, should possess both types of bicycle. With enthusiasm tempered by common sense and used in moderation, they form a combination the like of which is not conceivable. Moderation is the keynote and pottering is the key to the pleasure which the combination holds. To h—! with the thrills of speed and the vainglorious of achievement! Leave that sort of thing to the "other fellow." Whether you use a bicycle or a motorcycle, become a potterer and enjoy life as you never enjoyed it before.

Motorcycling From the Pastor's Viewpoint

By REV. R. M. KAIG

A modern circuit rider, but with two horses instead of one, and which go on wheels, saving blacksmith bills and spavined joints; two oil tanks in place of saddle bags; a fast speed on a five-spring seat, and with a pleasant trip from two to fifteen visits an afternoon and very little time lost on the road—such is in a nutshell the modern version of motorcycle riding. And I find it a great success in many ways.

A circuit rider in this article is akin to the sky pilot, making only the circuit of the spiritual tracks, racing not with modern cyclists, but with maddening sin and Satan. He is trained in theology—sometimes by musty theologians. He is strictly an amateur in donation parties and a professional in view of the Sunday collections.

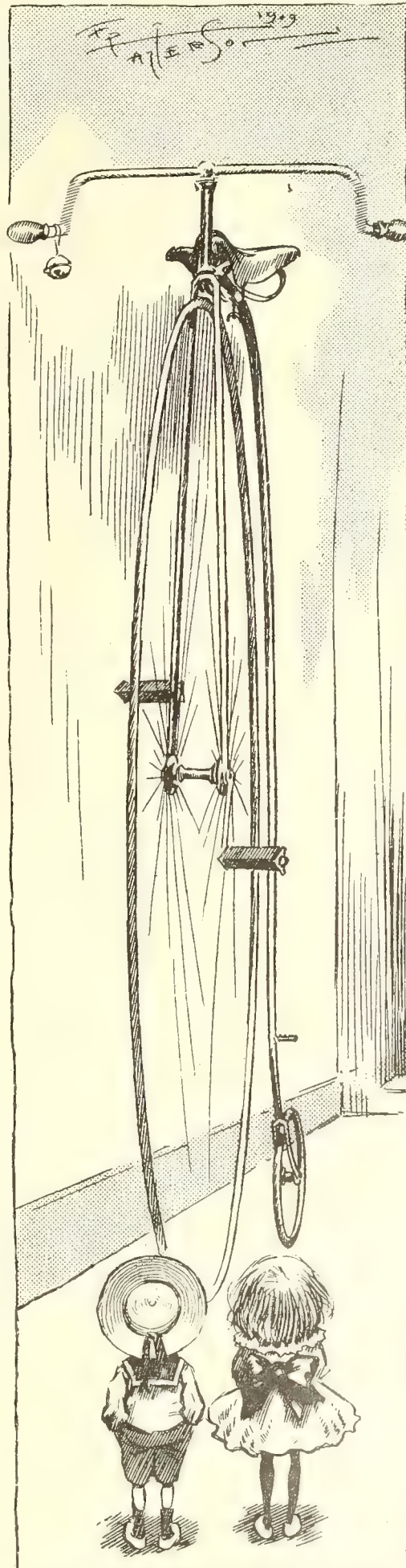
Once, years ago, the preacher dared not own a fast horse, lest deacon jealousies arise; now, on a motorcycle, the faster he speeds by the deacon's equine the better pleased is that church official. He makes his circuit of preaching places in such rapid time, that the benediction is hardly pronounced in one place before the pastor is five miles away announcing a hymn at the other church. He is not a selfish brute thinking only of his own pleasure. His wife seated on the tandem attachment sings a solo in his ear, reminds him of a new point in his sermon and warns him of the wily snares. The boy, too, can ride in front and cheer his dad in his work.

I have had many letters from brother pastors desiring to know if my experience with such a machine is satisfactory. This ought to answer such inquiries.

When my motorcycle was first shipped to me, I pondered a moment as to why I did not take a M. E. course instead of an A. B. But a few hours' study of directions and I mount my steed feeling like an eastern tenderfoot on a Montana broncho. I turn a hand lever—zip—what speed! Zip again and I regain my nerve, the machine grows steady as rapidly as I do, and I start out of town for a try-out spin. I feel as if it is a genuine cross-country run. After a few days I can spin anywhere with safety. The machine steers easier than a bicycle.

Speed means more calls and greater range. The motorcycle means speed also; it means no sweating horse to curry, brush, feed, water and bed; no danger of machinery getting sick and dying; no slow broken-winded horse loaned by a kind hearted neighbor; no buggy wheel running outside of track.

If one has a Sunday afternoon appointment, to rent a horse for rainy Sabbaths is cheaper than to keep a horse the year



"AND GRANDPA RODE ON THAT!"
—From Cycling

around. In a half day, I can make a forty-mile round of visits and not actually travel more than two hours. The total weight is 150 pounds, of which nearly 50 pounds are in the motor, below the line of the hubs; so balancing is easier than on a bicycle.

For a preacher in city or town a motorcycle is invaluable. For it saves time and money. This is the third year of use I have had from mine, and about the only expense other than a yearly pair of tires costing \$6 apiece, and a little breakage not aggregating in three years as much as a pair of tires, is that paid for oil and gasoline. Four miles for one penny! Figure that please, against the energy used on a bicycle and also against a horse eating high-priced oats, whether in use or not, and then buy right.

Then the exhilaration! A speed of from 5 to 50 miles an hour. The preacher who vitalizes an audience must devitalize himself. On Monday a listless indifference settles on him. To read is only to star-gaze. To visit is only to bore. To study is only to stagnate. To take a slow buggy ride is to become exasperated at horse flesh. Bicycling is too tiresome. Own a motorcycle! Early Monday morning fill the gasoline tank. Take a final look at batteries, gearing and nuts and then say "goodbye" to worry, woe and wife.

Fun? Exhilaration? No pen of Jerome K. Jerome can do that ride justice. How one's nerves tingle on such a machine on a hot day, fanned by a 25-mile breeze and realize that he is guiding two horsepower of concentrated energy up and down hill, through valley, over winding prairie road or through city avenues. Home again, refreshed and oh, so sleepy; but with new life and a number of relateable incidents. Machinery simple and made to wear. And there is something like a tonic that inspires a man when his motorcycle climbs a steep hill. Rapidly at first till the strain of the hill slackens the speed, then the steady panting of the little iron "horse." How proud is one at the top of the hill to look down at the depths from which the wheel has come! Near home a woman driving a spirited horse is seen coming toward you. Will you stop and put your wheel against the fence and lead the horse around? Not necessarily. With a twist of the wrist your engine is turned off and using pedals like an ordinary bicycle you slowly pass.

It is the machine for quick service and hard use. I can show a dust cloud to any motor car in my community. Sell your horse, brother pastor, and by the use of a motorcycle in spring, summer and fall, enjoy pastoral work as never before!

HAPPY DAYS THAT FOLLOW IN THE TRAIL OF SPRING



The "Grape Run" and the "Watermelon Feast."

The Motorcycles of 1909

During the past twelve-month, motorcycles have continued their steady and uninterrupted march toward the goal of popular favor. Never before were the sales of them so large and so greatly has recognition increased of the bicycle that "shortens the mile, levels the hill, stills the headwind, tempers the heat, and places physical man on an equality," that during the current Spring the demand has been such as to tax the best efforts of the leading manufacturers. The man who delays the placing of his order is the man who must wait for the delivery of his machine.

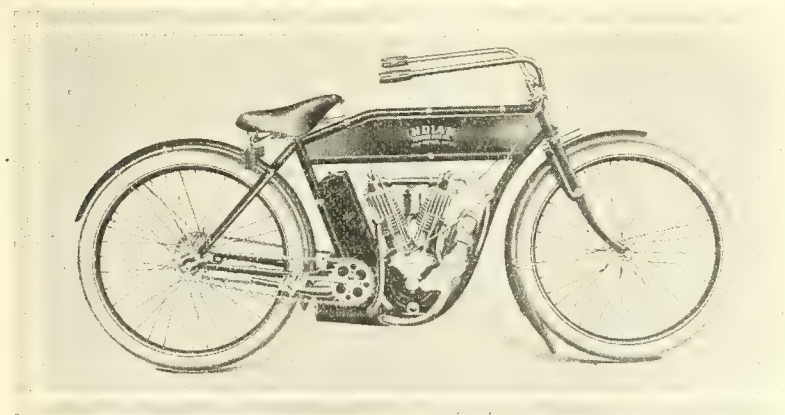
Generally speaking, the motorcycles themselves amply justify

The famous Indian (Hendee Mfg. Co., Springfield, Mass.) is a good example of what has been done to make motorcycles safer, surer, stronger and more comfortable. There never was a more reliable

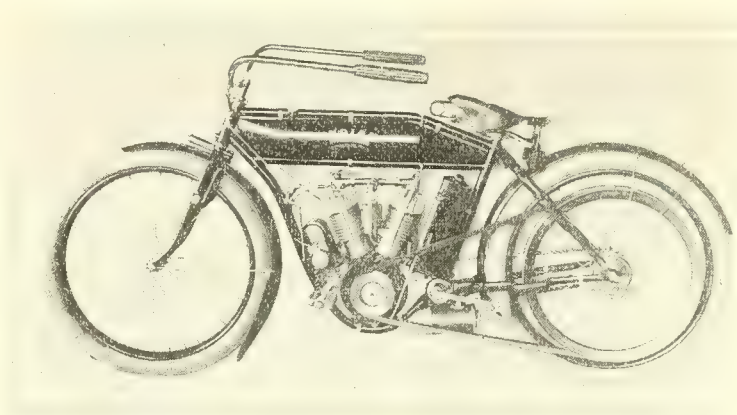
and both valves being contained in the same pocket; piston provided with an oil groove; spark plug in top of head; oil window in engine base; large valve ports and exhaust pipes and muffler of the expansion

this increased popularity. Good as some of them have been, their improvement for 1909 represents added value which is not easily reckoned in dollars and cents. If the purchaser will not permit himself to be influenced or mentally overcome by a craving for mere speed, he is assured of a mount that is safer, surer, stronger, more comfortable and more obedient to his will than heretofore has been obtainable. The specifications of the various models, presented in tabular form elsewhere in this issue, shows how wide is the range of power and price and will otherwise greatly facilitate selection.

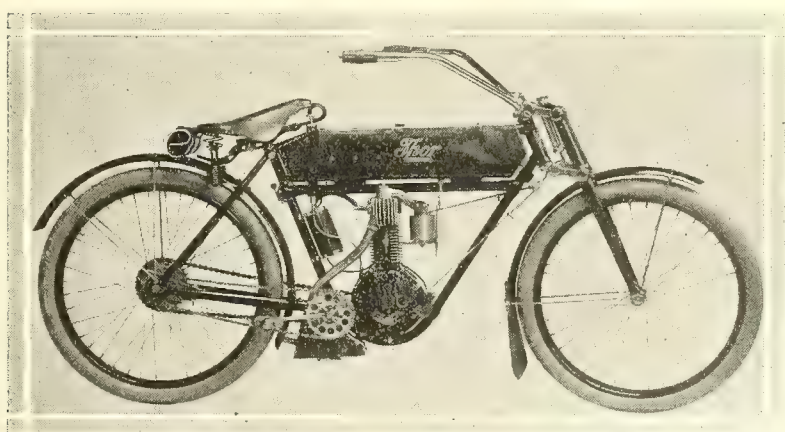
pulley, a novel and ingenious adaptation of the compensating or "slip" sprocket employed in chain transmission. A back pedaling coaster band brake is another radically new feature. Equipment includes im-



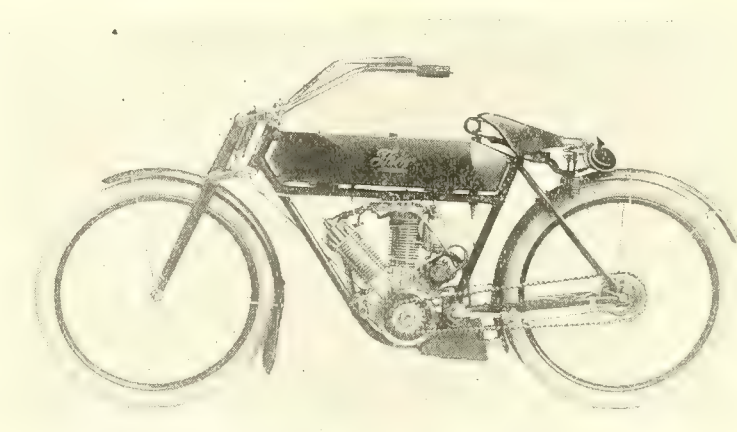
INDIAN TWIN WITH CHAIN TRANSMISSION



INDIAN TWIN WITH BELT TRANSMISSION



THOR SINGLE CYLINDER MODEL



THOR TWIN CYLINDER MODEL

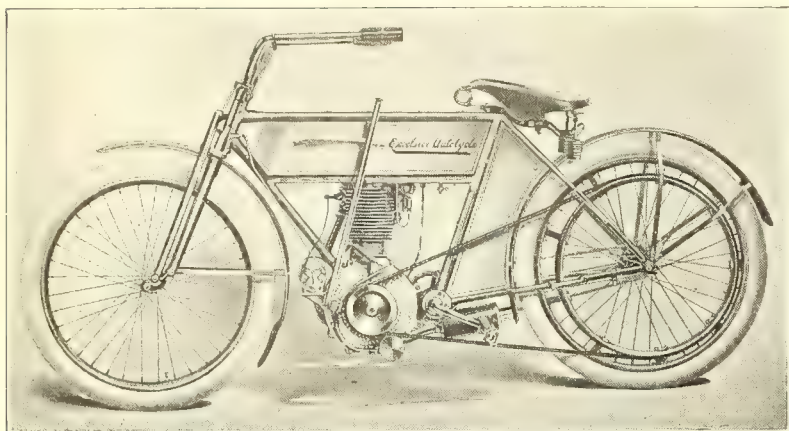
motor bicycle, but with its lower and longer and new double bar loop frame, internally reinforced throughout its entire length, and longer handle bars, even the Indian has been made stronger, safer and more comfortable, and the refinement of its motor and its ignition system has made it even surer also. Among the notable features of the engine are mechanical inlet valves on all models, both inlet and exhaust valves being ingeniously operated by a single cam

chamber type provided with a long tail pipe. Lubrication is by force feed pump, operated from the saddle; oil trough is cast in the engine base. Option of Bosch magneto or the new Connecticut two-cell battery is afforded. Gas is generated by the Indian compensating carburetter, with auxiliary air adjustment. Duckworth roller chain is the standard form of transmission, but choice is offered of rubber V-belt drive and the latter runs on a compensating

ported Brooks saddles, Indianapolis G & J 2½-inch tires, rubber pedals, wide mudguards, with splashers, stand and knockout front axles.

The Indian power range is from 2¾ to 7 horsepower, and the price ranges from \$175 to \$325.

Of the Thor motorcycles (Aurora Automatic Machinery Co., Aurora, Ill.) it is to be said that they are in keeping with the



EXCELSIOR SINGLE CYLINDER

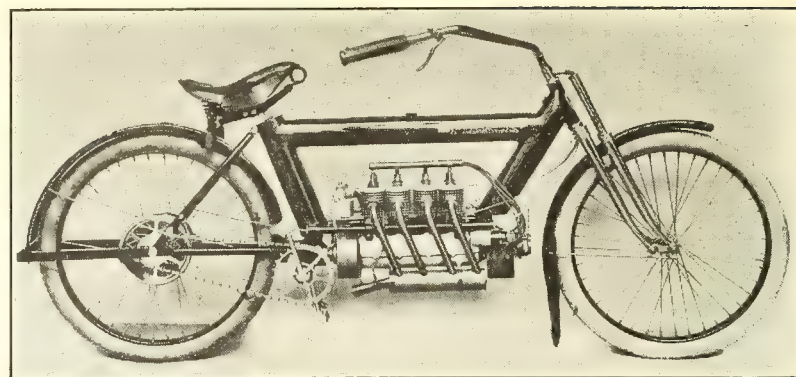
motor and carburetter which their makers produced long before undertaking the manufacture of complete machines, and which, if not the saviors of the motorcycle industry certainly contributed prodigiously to its advancement; it was the first trustworthy power plant. It still retains its well-known characteristics, but its further development has carried within its base a ball-bearing reducing gear of the planetary type, which dispenses with the countershaft and one of the chains usually employed in chain transmission systems. This constitutes probably the most notable of the Thor's exclusive features. The motor employs automatic valves and is lubricated by force feed pump, operated from the saddle by plunger and a flexible shaft on top of the tank, which is of the compartment type, containing oil, gasoline and battery. The frame is of the double bar loop pattern and carries V-shaped handle bars and offset pneumatic cushion forks—another distinctive Thor feature. Roller chain is the standard means of transmitting power, but V-belt also is supplied and a Thor coaster brake is mounted in the rear hub. The options include battery or magneto ignition, 26 or 28 inch wheels, G & J or M. & W. tires and Persons, Troxel or Mesinger saddles. Mud guards with splashers and Standard rubber pedals are included in the regular equipment.

The Thor power range is from $2\frac{1}{4}$ to 6 horsepower, and the price range from \$150 to \$300.

As the first American four cylinder motor bicycle and with the Pierce reputation be-

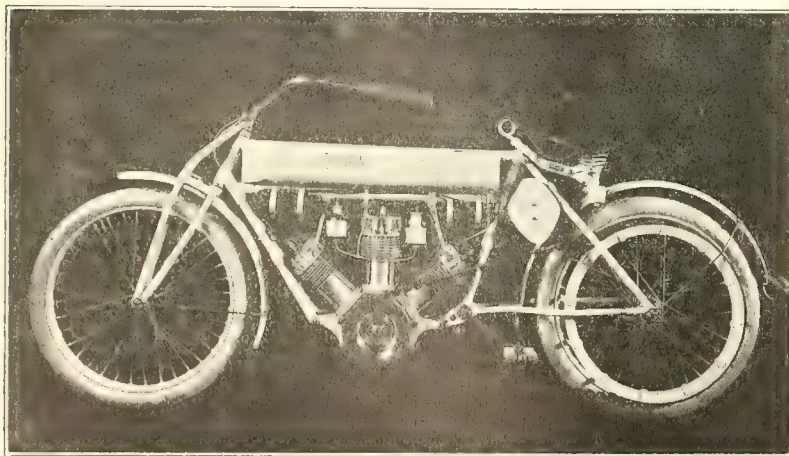
hind it, the Pierce (Pierce Cycle Co., Buffalo, N. Y.), although it only made its appearance this year, obtained instant recognition and a ready welcome. It is in keeping with previous Pierce productions. The four-cycle engine is a splendid specimen of workmanship and design, and being automatically lubricated by an internal and mechanically driven force pump and driven by an enclosed and flexible shaft drive, it has merited the attention it has received. One piece crank shaft and cam shaft, wide bearings, mechanical valves and oil window in the base are other noteworthy features of the engine. The frame itself constitutes a feature, the main tubes being of large size and constituting the tanks for both fuel and oil. Long wheel base and long handlebars, double grip control and wide mud guards are other characteristics. A Breeze carburetter and Bosch magneto respectively supply the gas and the spark. Two brakes, one a New Departure hub brake, the other an external band brake, operated from the handle bar, comprise the braking apparatus. The standard equipment is Morgan & Wright tires, Mesinger saddle and Standard rubber pedals, but several options are afforded. The Pierce is rated at 6-7-horsepower and is priced at \$350.

Of the well known motorcycles made by the larger concerns identified with the industry, the Excelsior (Excelsior Supply Co., Chicago) is one that, following the maxim, "Straight lines are the lines of strength," does not mount its motor in a loop frame; instead the tubes avoid all bends, the motor being bolted into place in front of and be-

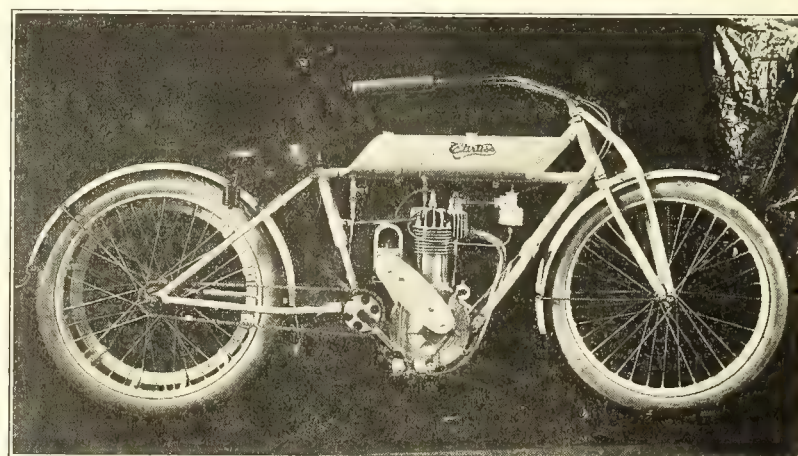


PIERCE FOUR CYLINDER

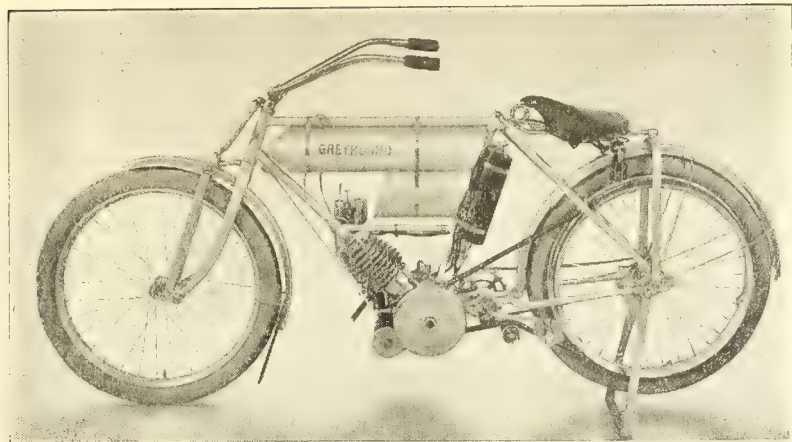
low the line of the crank hanger; the frame is, however, of the double bar type and carries a trussed spring fork having hardened wearing surfaces and unusually long springs. The engine, which is generously proportioned, employs an automatic inlet valve which is uncommon in that it is flat faced instead of bevel edged; the head and cylinder are cast in one piece, the valve chamber being offset for cooling purposes, and the flanges and cooling surface are unusually large as are the valve ports and exhaust pipe. Lubrication is by force feed pump through a straight tube to the right main bearing and thence through channels and hollow shafts, the oil thus being carried directly to all parts, there also being an oil pocket in the base of the engine, into which the fly wheels dip. This lubricating system and also the oil tightness and therefore cleanliness of the motor constitute a notable feature of the Excelsior. This effect is obtained by a relief of the base pressure through the rear stays. The Schebler carburetter is the standard gas generator and flat belt the regular form of power transmission, a spring-tensioned hand adjusted idler not only taking up the slack in the belt, but affording a free-engine effect when it is desired. Other noteworthy features are: Horizontally sliding seat post, long handlebars, wide range of belt adjustment, needle valves in both oil and fuel tanks, large mudguards and large compartment case for coil, battery and tools. Dry cells constitute the standard form of ignition, but the Herz magneto is available when desired. Twenty-eight-inch wheels, G & J tires, Thor brake, Standard rubber pedals



CURTISS THREE CYLINDER MODEL



CURTISS SINGLE WITH 17-INCH FRAME



GREYHOUND SINGLE CYLINDER

and Persons saddle comprise the regular equipment, but 26-inch wheels, M. & W. tires and Troxel saddles are offered as options. The Excelsior is made in but one single cylinder $3\frac{1}{2}$ horsepower model, which is priced at \$225 with battery ignition, and \$250 with Herz magneto.

As the first American motorcycle to employ a two-cylinder engine, V-belt transmission and double bar frame, the Curtiss (Herring-Curtiss Co., Hammondsport, N. Y.) does not shine by reflected glory now that those features are in the ascendancy. They are still retained, of course, as is the single cylinder model, and the Curtiss line was further lengthened for 1909 by the production of a three-cylinder engine—the first one of that type. The main shaft of the engines are mounted on roller bearings—another time-tried Curtiss characteristic—and have automatic inlet valves. Wide bearings, large valve ports and exhaust pipes are the rule. Lubrication is by force feed pump and gas is supplied by the Curtiss central draft carburetter. Except on the "triple," the battery is the standard form of ignition, but the Bosch magneto is optional. Long wheel bases, long handle bars and wide mud guards apply to the entire line, which is further notable as containing the lowest frame—17 inches—obtainable. The standard equipment is Eclipse brake, Persons saddle, 28-inch wheels, M. & W. tires and Standard rubber pedals. For options Mesinger saddles, 26-inch wheels and G & J or Empire tires are offered. Curtiss power ratings are from 3 to 10

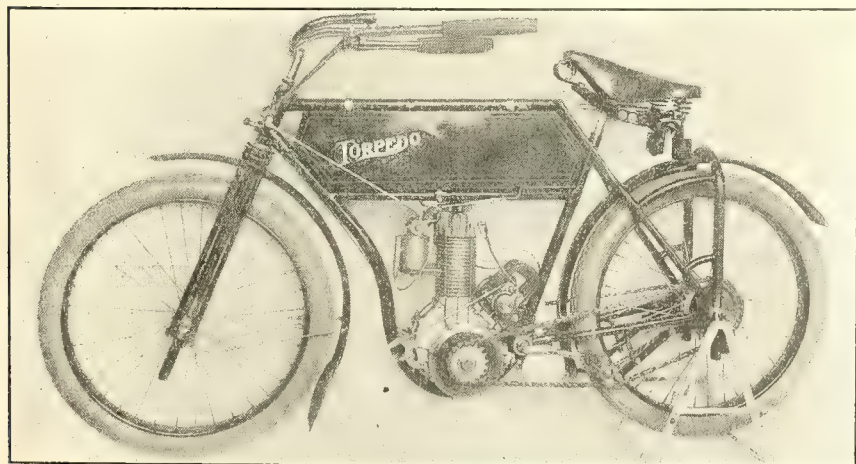
horsepower, and the price range is from \$200 to \$350.

The product of the oldest American manufacturers of motorcycles (The Auto-Bi Co., Buffalo, N. Y.), the Auto-Bi, which so recently was rechristened Greyhound, is as distinctive as its years. Except for the development of an ingenious auxiliary shock absorbing frame and a few minor refinements, the 1909 model differs little from that of the past several years. The main frame is of the diamond type, but it also employs a truss tube which, however, is carried much lower than usually is the case. The auxiliary spring frame consists of a telescopic tube containing variable tension springs and riding on a yoke at the lower end and carried on links attached to the seat post cluster of the main frame, of which it is so independent that it may be detached and only the rigid frame remain. The idea is to suspend the weight of the rider on springs and yet retain the rigid frame construction. A trussed spring fork also is employed. The motor forms a part of the lower diagonal tube, which means that it is horizontally positioned. The head and cylinder of the motor are cast in one piece and contrary to common practice it has outside flywheels, crank case divided diagonally and auxiliary exhaust ports, and the carburetter is bolted directly to the valve chamber, there being no piping whatever between the carburetter and the automatic inlet valve. Transmission is by chain belt, long a distinctive Auto-Bi feature. Lubrication is by sight feed to the crank case,

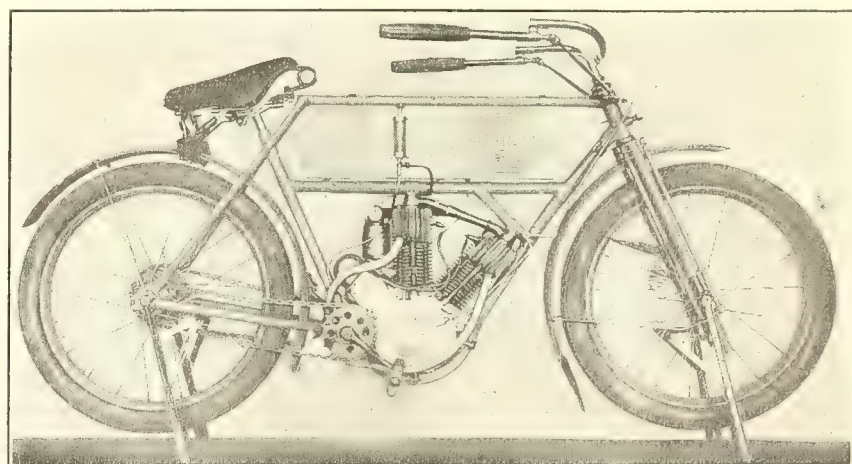
MERKEL SINGLE CYLINDER MODEL

but there also is an auxiliary oil pipe which, when desired, will convey oil directly to the cylinder. Battery is the standard ignition, but Bosch magneto is supplied as an extra. Corbin brake, G & J tires, Standard pedals and Persons saddle are items of regular equipment. The Greyhound is made in but one single cylinder model of 3 horsepower, listing at \$210.

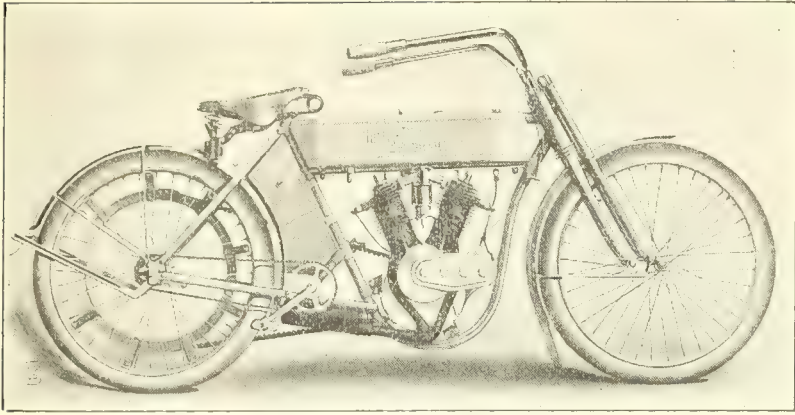
If it possessed no other conspicuous feature, the lubricating system of the Merkel (Merkel-Light Motor Co., Pottstown, Pa.) would serve to command for it the instant notice of every person who realizes the tremendous and vital importance of lubrication. For years, automatic lubrication has been a dream of the motorcyclist and in the 1909 Merkel the dream has been realized. A pump ingeniously contained in the motor is mechanically operated by equally ingenious mechanism and regularly feeds the oil without thought or attention on the part of the rider. It constitutes one of the most notable developments of recent years. It is, however, but one of the Merkel's features. An inconspicuous and comforting spring frame long has been one of them and for 1909 a trussed spring fork of the same principle and inconspicuous design has added to the comfort. The frame is of the double bar loop type, with the saddle post fitted horizontally into the top tube. The engine is remarkable for the ball bearings which it employs, and is distinguished by head and cylinder cast in one piece and by flywheels and shafts, and by cams and shaft, each similarly forged as one. Auto-



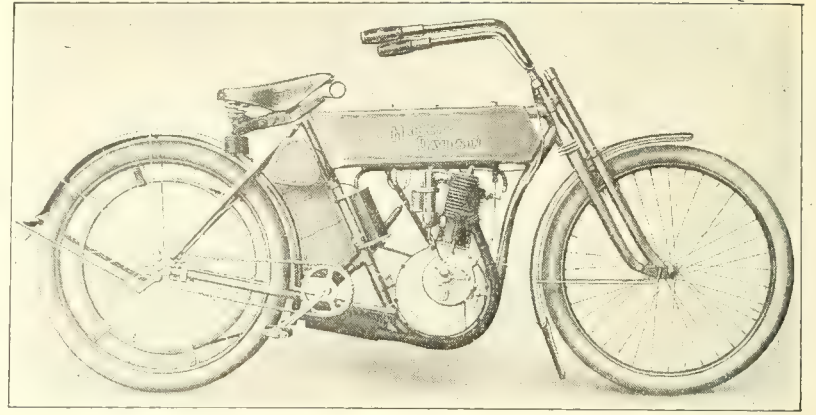
TORPEDO SINGLE WITH SPRING FRAME



TORPEDO TWIN CYLINDER MODEL



HARLEY-DAVIDSON TWIN MODEL



HARLEY-DAVIDSON SINGLE CYLINDER MODEL

matic valves are employed. A glass window in the base indicates the oil level in the engine. Enclosed spur gears replace the chain for driving the magneto, which is of a new type, and is mounted on the forward end of the engine base. Batteries are offered as an option. Greater flexibility has been secured by the adoption of a new automatic carburetter, with compensating air valve. Increased silence and efficiency and decreased size and weight, are the prominent features of a new muffler. Rubber V belt is the standard type of transmission, which includes adjustable front pulley, performing the double function of taking up slack in the belt and permitting a reduction of gear for hill climbing, or other heavy work. Long handle bars of new design, a new leverless double grip control, a band coaster brake, a new horizontal type of seatpost giving a low saddle position, and new design of tanks with larger capacity and increased filler openings, are other Merkel features. Standard equipment includes Standard rubber pedals, Morgan & Wright or Empire tires, and Mesinger or Persons saddles. The Merkel power range is from $3\frac{1}{2}$ to 7 horsepower, and the prices range from \$210 to \$350.

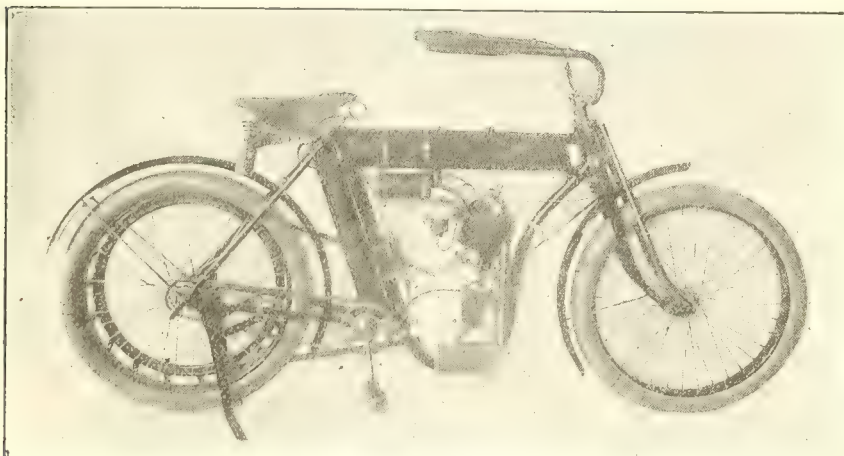
The Light constitutes the chain-driven member of the Merkel-Light line. It is offered in two single cylinder models, both mounting Thor automatic inlet valve motors and carburetters, and both using $\frac{5}{8}$ pitch roller chain transmission. The smaller model is driven by double chains, with an intermediate countershaft, while the larger machine employs the Thor internal

reduction gear, embodied in the motor base, with single chain connection with the rear wheel. Both models employ a loop frame, and the Light cushion fork. Battery ignition is used on both models, and current is derived from three standard dry cells, which are carried in a separate compartment of the three-in-one combination tank, and which are instantly accessible. Gasoline and oil are carried in the other compartments of the tank, the oil being fed to the motor by sight feed. Two types of mufflers are used, the smaller machine being fitted with the expansion chamber pattern, while on the larger the exhaust is passed through a series of radiating tubes, gradually reaching the outer air. The regular equipment includes 28-inch wheels with Thor coaster brake, Empire tires, Standard rubber pedals and Persons saddle. For options, 26-inch wheels, Morgan & Wright tires, and Messenger saddles are offered. The power range of the Light is from $2\frac{1}{4}$ to $3\frac{1}{4}$ horsepower and the prices range from \$175 to \$200.

Of the several brands of motorcycles employing Thor motors and carburetters, none is more distinctive than the Torpedo (Hornacker Motor Mfg. Co., Geneseo, Ill.) which for years has been characterized by the now popular double bar loop frame and also by straight plunger spring forks, with which sideplay is impossible. The year the frame design was slightly altered and a new spring frame model, also of distinctive design and incorporating the straight plunger principle was added to the line. Long handle bars carrying double grip control and

with the ends on which the grips are mounted offset and slightly dropped to afford a more comfortable position, constitute another new feature. The smallest Torpedo, $2\frac{1}{4}$ horsepower, employs a Thor motor without the internal reducing gear, and drives by chain direct from the motor to the rear wheel on which the compensating sprocket is mounted. All of the other models use the Thor internally geared motor. Lubrication is force feed pump, and ignition is by dry battery, but the magneto is supplied when desired. Twenty-six-inch wheels, a double muffler and a 4 in one compartment tank which holds oil, fuel, battery and coil, are other notable features. Thor brake and Persons saddle are standard equipment; any tire selected by the rider is supplied. The Torpedo power range is from $2\frac{1}{4}$ to 5 horsepower, and the price range from \$190 to \$275.

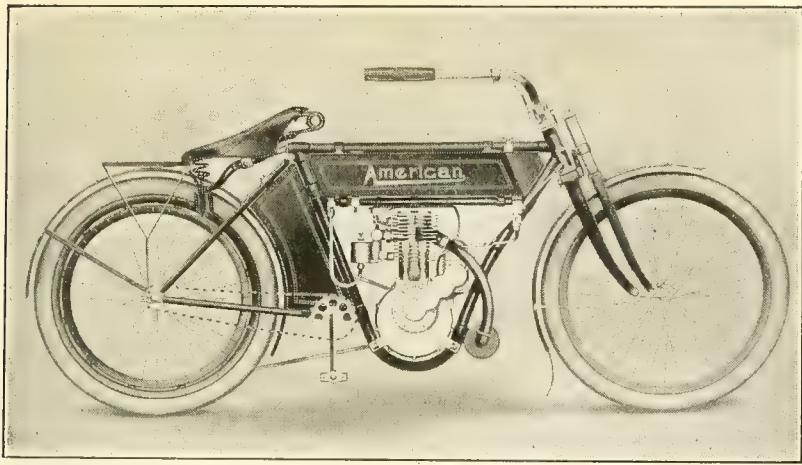
Although for 1909 the Armac (Armac Motor Co., Chicago, Ill.) family has been increased from one to three models, a 4 horsepower single and 6 horsepower twin comprising the newcomers, the line remains one of the most distinctive on the American market. The frame is of the loop type, and as heretofore, it incorporates the gasoline and oil reservoirs, the upper tube serving for the gasoline, and the seat mast tube containing the oil. Compound plunger forks are fitted to the twin, and on the singles a rigid type is used. The motor is characterized by rounded design in the base lines and cylinder heads. The cylinders are one piece castings in which automatic valves are mounted. Plugs are placed



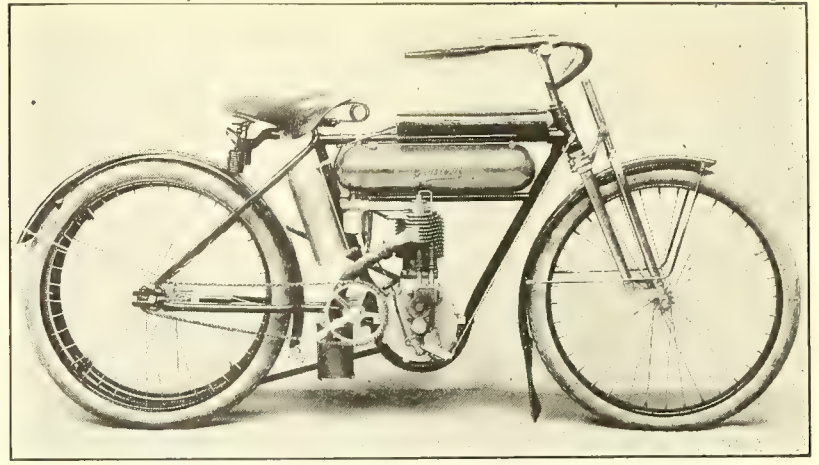
ARMAC SINGLE CYLINDER MODEL



ARMAC TWIN CYLINDER MODEL



AMERICAN SINGLE CYLINDER



EMBLEM SINGLE CYLINDER

in the center of the heads and the valve ports are large and offset to secure ample cooling. Force pump lubrication is the method of oiling. Transmission is by V-belt, and no idler is used. All models are fired by battery ignition and fed by an Armac automatic carburetter. A low seat position and an improved grip control are among the new offerings. Twenty-six or 28-inch wheels are an option, and the standard equipment comprises Persons saddle, Goodrich tires and Standard pedals. The Armac power rating is from 3 to 6 horsepower and the prices are from \$200 to \$275.

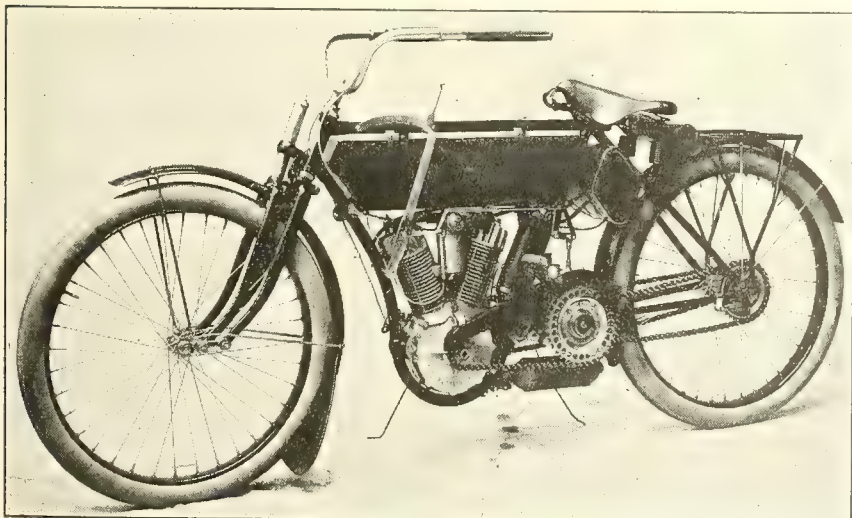
The Harley-Davidson of 1909 (Harley-Davidson Motor Co., Milwaukee, Wis.) than which none won its spurs so quickly, incorporates few and relatively unimportant changes. The big, generous motor was "tuned up" and its horsepower slightly increased and another tube was put into the loop frame thus making it of the double bar pattern. Head fittings are extra heavy and employ $\frac{1}{4}$ -inch balls. Some improvement also was effected in the cushion fork and the double grip control. The motor has automatic valves with spring tension and is lubricated by force pump, the oil being fed directly to the main bearing and by a system of interior channels being carried directly to other working parts, quite apart from the splash from the flywheels. Gas is supplied by a Harley-Davidson carburetter. On the single cylinder model, battery is the standard means of ignition,

the magneto being an extra, but on the twin, only the magneto is supplied. Transmission is by flat, but V-belt is supplied when the purchaser desires. In fact, the options are generous, affording the choice of 26 or 28 inch wheels, Empire ($2\frac{3}{4}$ -inch on the twin) G & J or M. & W. tires, and Persons, Troxel or Mesinger saddle. Wide mudguards, with splashers, stand and Standard rubber pedals are included in the regular equipment. The single model is rated at 4 horsepower, and lists at \$210; the twin at 7 horsepower and \$325.

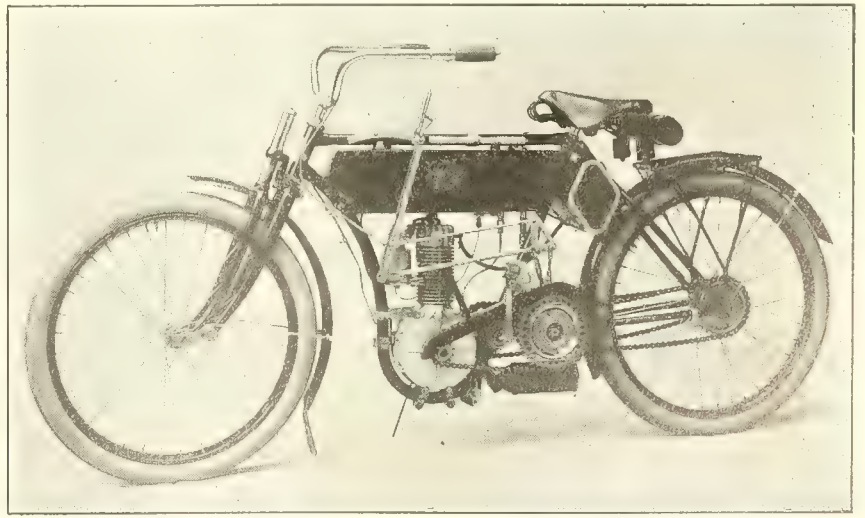
Five single cylinder models, one of them a racer, constitute the American line (American Motorcycle Co., Chicago), all of them having double bar loop frames, with drop forged connections. They carry a spring fork having ball bearing links. The motors are cast with head and cylinder integral, the valve chamber being offset for cooling purposes, and are fitted with mechanical valves; on two models, the 5 horsepower racer and the $4\frac{1}{2}$ horsepower road racer, the motor is provided with ball bearings; large valves and wide bearings are emphasized points of all motors. Lubrication is by force pump contained in the tank. Schebler carburetters supply the gas and V-belts deliver the power to the rear wheel. Batteries constitute the standard form of ignition, but the magneto is offered as an option. Notable features other than those specified are low saddle position provided by a horizontally sliding seat-post;

long wheel base, 56 inches; knockout front axles; copper tank internally trussed and with double lap seams; combined stand and luggage carrier. The regular equipment includes Musselman brake, M. & W. tires, Troxel saddle, and Standard pedals. G & J tires and Eclipse, Corbin and New Departure brakes are offered as options. The American power range is from 3 to 5 horsepower and the price range from \$195 to \$250.

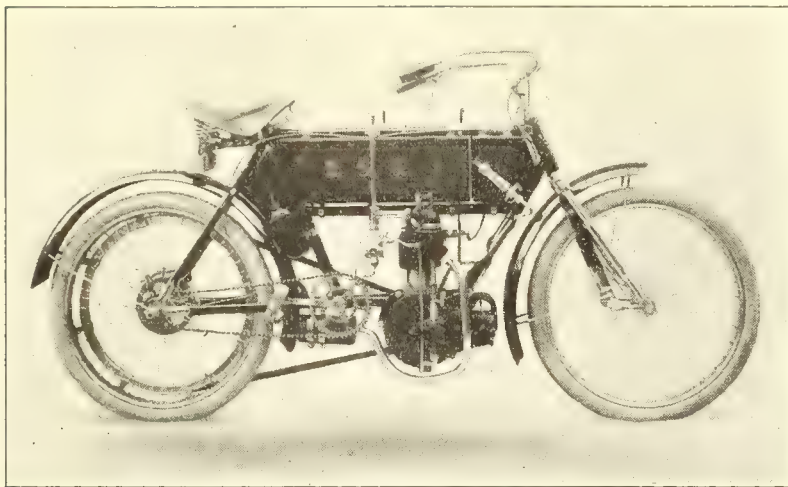
The Emblem (Emblem Mfg. Co., Angola, N. Y.) of 1909 is an addition to the ball bearing motor group. It has a double bar frame internally strengthened throughout its entire length by a triangular bridge, giving a very rigid construction. The fork is of the compound truss pattern, and all moving surfaces are hardened against wear. Notable features of the engine are double ball bearing crank shaft, and connecting rod, one piece cylinder, mechanical valves of nickel steel and large valve ports. The carburetter is of Emblem manufacture, with hand regulated needle valve. Ignition is by three standard dry cells carried in a metal case on the top bar. Gasolene is contained in a pressed steel tank placed between the truss tubes. Oil is carried in a cylindrical tank strapped to the rear of the seat mast tube, and the engine is lubricated by force pump. A V-belt transmits power to the rear wheel. Some minor features are long bars, double grip control and wide mudguards. The brake equipment is an



MINNEAPOLIS TWO-SPEED TWIN



MINNEAPOLIS TWO-SPEED SINGLE CYLINDER



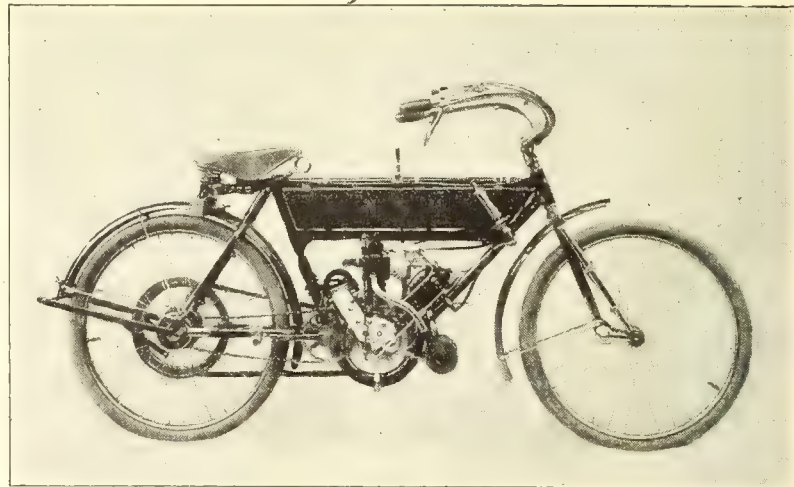
N. S. U. MODEL DE LUXE

Eclipse with choice of Corbin or New Departure. Troxel saddle, M. & W. tires and Standard pedals are regular equipment, while for options are offered Empire or G & J tires. Emblems are made in two single cylinder models, rated at $3\frac{1}{2}$ and 4 horsepower, which are priced at \$175 and \$200.

Being the only American motorcycle regularly mounting a two-speed gear, the Minneapolis (Minneapolis Motorcycle Co., Minneapolis, Minn.) has been in a class by itself and has appealed strongly to that growing class which realizes how highly useful is a device which not only affords a high and a low gear at will, but which permits of a crawling pace and also allows the engine to be started or kept in operation while the machine is at a standstill. The Minneapolis itself employs the Thor automatic valve motor and carburetter, which is assurance of a reliable power plant. The two speed gear is of the planetary type and weighs but $5\frac{1}{2}$ pounds. For 1909 it is a stronger and in every way much improved device, being now mounted on ball bearings and running in an oil bath. It is mounted securely behind the crank bracket and is operated by a single lever. It affords a gear reduction of 11 to 1. In addition to the two-speed model, the Minneapolis company is this year for the first time producing a line of direct drive models which also employ the Thor engine and which are made with both roller chain and V-belt transmission. Lubrication is by

force pump. Ignition is by battery, but magnetos are offered as options. All models have double bar loop frames and spring forks. Thor brakes, M. & W. or G & J tires, Persons saddle, Standard rubber pedals, combined stand and luggage carrier and wide mudguards with splashers, are items of regular equipment. The Minneapolis power range is $2\frac{3}{4}$ to 6 horsepower, and the price range from \$185 to \$325.

Motorcycles for all the people, arranged in sizes, styles and prices to suit the tastes of each, are included in the extensive line known in this country by the initials of its German name—N. S. U. (N. S. U. Motor Co., New York, importers). Variety in the N. S. U. product is not confined to the manufacture of a considerable number of different types of machine, however. It is carried still further in that the mechanical characteristics of the various types exhibit no little difference. On the apparent theory that the design of any machine must be governed largely by the purposes for which it is to be used, it is easy to explain what otherwise might appear as serious discrepancies in the makeup of the line. But in addition a considerable range of option is offered in each machine. Thus the F. A. M. Endurance models are equipped with either 3, $3\frac{1}{2}$ or $3\frac{3}{4}$ horsepower single cylinder motors, or a 6 horsepower twin. They are characterized by a low, stout double bar frame, shock absorbing saddle, and inder Roadster, at 3 horsepower, presents

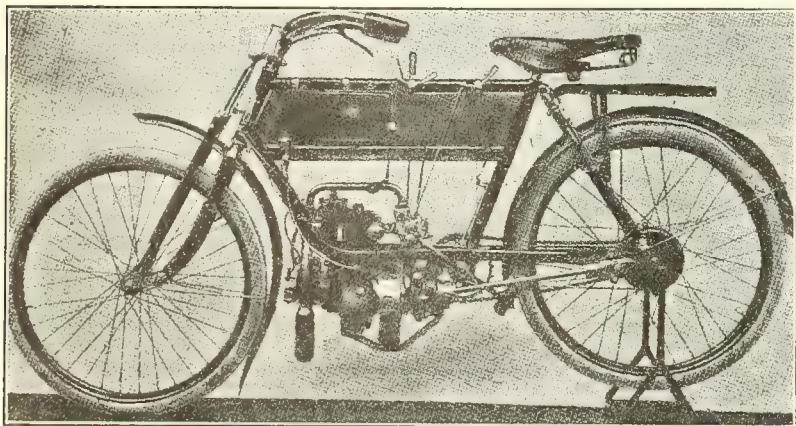


N. S. U. LIGHTWEIGHT TWIN

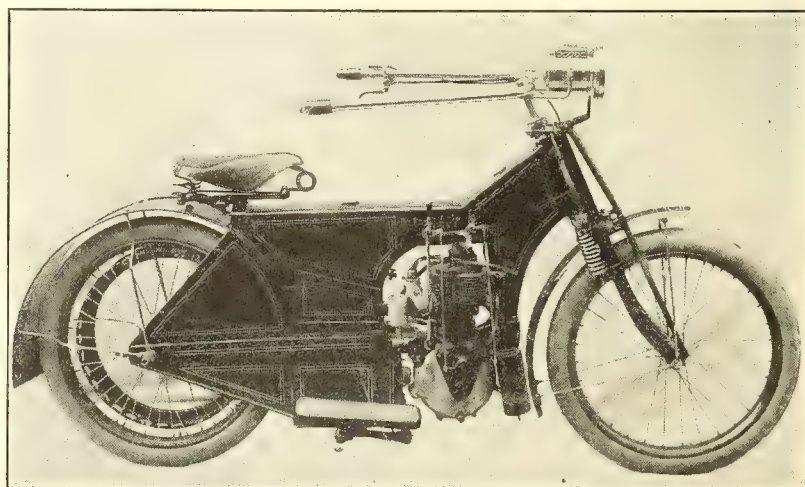
a totally different appearance, owing to material differing in frame design and the use of a different form of saddle mounting. Like the entire line, this machine carries rubber V-belt drive. But it is distinguished from others by the use of a reducing gear mounted on the engine shaft, which not only provides a simple and readily adjustable method of belt tensioning, but also permits the use of a relatively small rear pulley.

The Model De Luxe is furnished with either a 4 horsepower single cylinder motor having automatic valves on the inlet side, or a 6 horsepower twin with mechanical valves. Its weight is catalogued at 190 pounds, with full equipment, while, by way of contrast, the weight of the Light Weight model is given as only 65 pounds. This latter machine, in fact, is as dainty in its proportions as the former is massive. It carries a $1\frac{1}{2}$ horsepower engine mounted high in the frame, round belt drive, and spring forks of the type employed on the twin Roadster and De Luxe models.

The Standard Touring models, which are characterized by an unusually rangy appearance, brought about by their low construction and long wheel base, are built in no less than 6 different powers, half of the number being supplied with single cylinder motors, and the others with twins. In addition to these regular models, there are, naturally enough, the side car, fore car and delivery van. The first two devices are in the form of attachments. But the latter is non-detachable and is readily converti-



F. N. SINGLE WITH SLIDING GEARS



MIDGET BICAR SINGLE CYLINDER MODEL

ble to either passenger or luggage-carrying purposes.

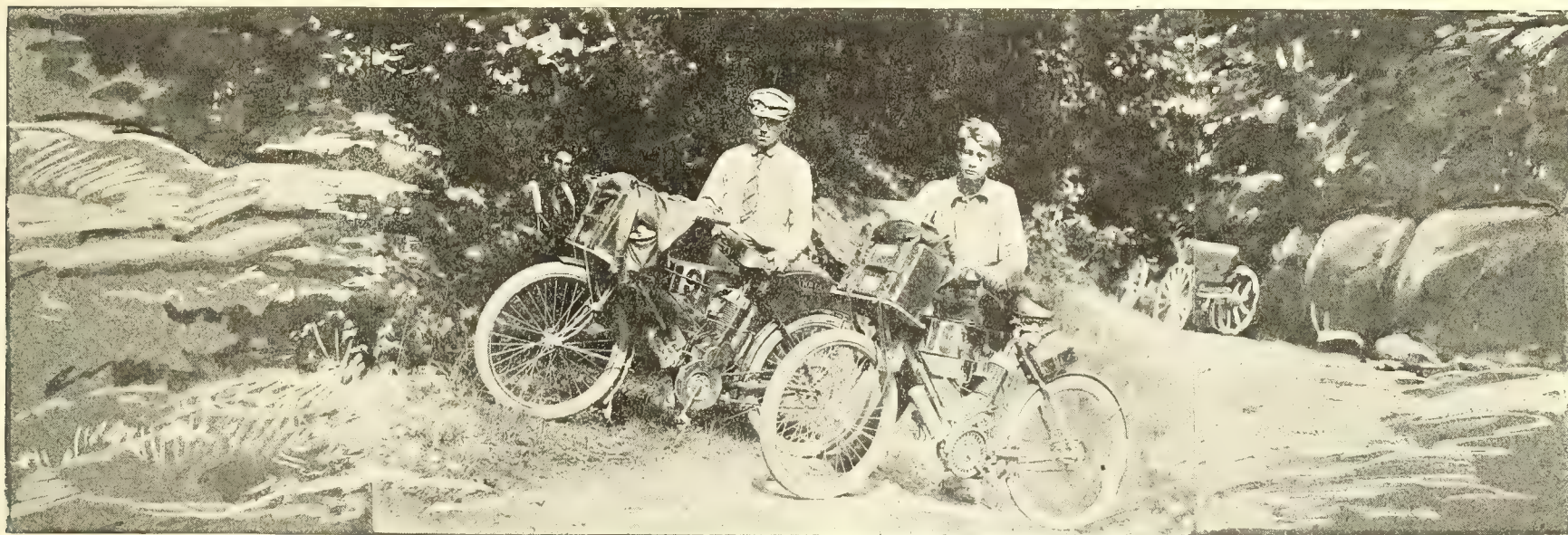
In the matter of equipment, the N. S. U. line is as inclusive as in point of variety in powers, weights and prices. Brakes are internal expanding in the rear wheel, and on the De Luxe twin a foot actuated rim brake is added. Control, like that of the exhaust lifter, is from the bars. For the most part, the carburetter is regulated from the top tube of the frame, but on some models, handle bar control is offered as an option. Ignition is uniformly by magneto, either the Eisemann or Bosch types being employed. There are also the two-speed and free engine hub gear, and the two-speed engine gear, which may be applied to some of the models optionally. Peter Union tires are the standard equipment, Shamrock Gloria belts, in both the flat and V

wheel, mechanical valves and an oil window in the base. The little machine weighs but 125 pounds. Rubber pedals, F. N. saddles and Engelbert tires are regular F. N. equipment. The F. N. four is rated at 5 horsepower and lists at \$350; the single at $1\frac{3}{4}$ horsepower and \$275.

The Midget Bi-car, an English invention, handled in this country by the Walton Motor Co., Lynbrook, N. Y., departs wholly from conventional practice in that instead of tubing the frame is formed of pressed steel, and everything save the motor and carburetter is housed with sheet steel. The spring fork also is distinctive, being of the double spring girder type. The Midget is made in both single and twin cylinder models, both employing imported mechanical valve motors. Transmission is by V-belt

seatpost and wide mud guards are other features of note. Mesinger saddle, Corbin brake and Standard pedals are the standard equipment. The Crouch is rated at 3 horsepower and is listed at \$200.

Radical departures from current design and construction characterize the New Era (New Era Gas Engine Co., Dayton, Ohio), the idea, frankly stated, being to provide a "two-wheeled automobile." The frame is a combination of a diamond and drop construction, with a central cradle for the single cylinder engine and a pressed steel form or ploy seat being provided instead of a leather saddle. Front forks are rigid, with truss reinforcement. The carburetter is a Schebler and the gas is admitted through an automatic valve. Power is transmitted by chain, through a two-speed gear and fric-



types, according to model, and Empire saddles. The price list ranges from \$200 to \$375 for the two wheeled mounts, while the three-wheeled attachments come at \$110 and \$140 extra, according to pattern.

Since its introduction in America three years ago, by the Ovington Motor Co. of New York, the F. N., which, until recently, was the only four cylinder motorcycle in existence, has been gradually altered to meet American road conditions. The double bar frame, which carried a spring fork, of course, has been lowered to 20 inches, and the four cylinder engine has been brought up to 5 horsepower; the motor has automatic valves. The power is transmitted by shaft and bevel gears, and the spark is generated by the Bosch ball bearing magneto. Ample lubrication is insured through a double system sight feed and force pump; the engine is provided with an oil window in the base. The braking system consists of two internal expansion brakes, one hand operated, the other actuated by foot. The most recent important development is a two-speed sliding gear of the automobile type, which is operated by hand lever, giving an increased hill climbing power. This cylinder F. N. also, which likewise employs gear is ingeniously applied to the single shaft drive. The motor has an outside fly

and the dry cell battery is the standard form of ignition, but magnetos are supplied when desired. The Midget is devoid of pedals, footboards taking their place. Other notable features are 26-inch wheels, brakes acting on the belt rim and applied by push pedals; hinged compartments for battery, coil, etc.; swinging device for the motor; stand permitting either front or rear wheel to be raised; adjustable engine pulley affording eight changes of gear; long handle bars, low saddle position and wide mudguards.

Keeping apace with the prevailing practice the Crouch (Crouch Motor Co., Stoneham, Mass.) of 1909 is distinguished from its predecessors by a double bar frame and compound telescoping front forks, but one model being marketed—single cylinder, with automatic inlet valve, suspended in the frame. A standard three cell battery is the source of ignition, and lubrication is by force pump and splash. The gas supply is generated by a Schebler carburetter. Flat belt transmission is employed and a hand regulated tension idler allows of a free engine. Gasolene and oil are carried in a combination torpedo tank, mounted between the truss tubes. Single grip control is employed, throttle regulation being by hand lever. Long handle bars, dropped

tion clutch, mounted on the engine shaft. The clutch and gears are controlled by push pedals on a foot board, which is mounted well forward. An internal expansion brake mounted in the rear hub is also controlled from the foot board. No pedals are used, the engine being started with a hand crank. Lubrication is by gravity sight feed. Battery ignition is the standard, three dry cells furnishing the current. Gasoline is carried in a cylindrical tank, mounted over the rear stays. Engine control is by the double grip system. The machine is shod with G. & J. tires. The horsepower rating is $3\frac{1}{2}$, and the price \$300.

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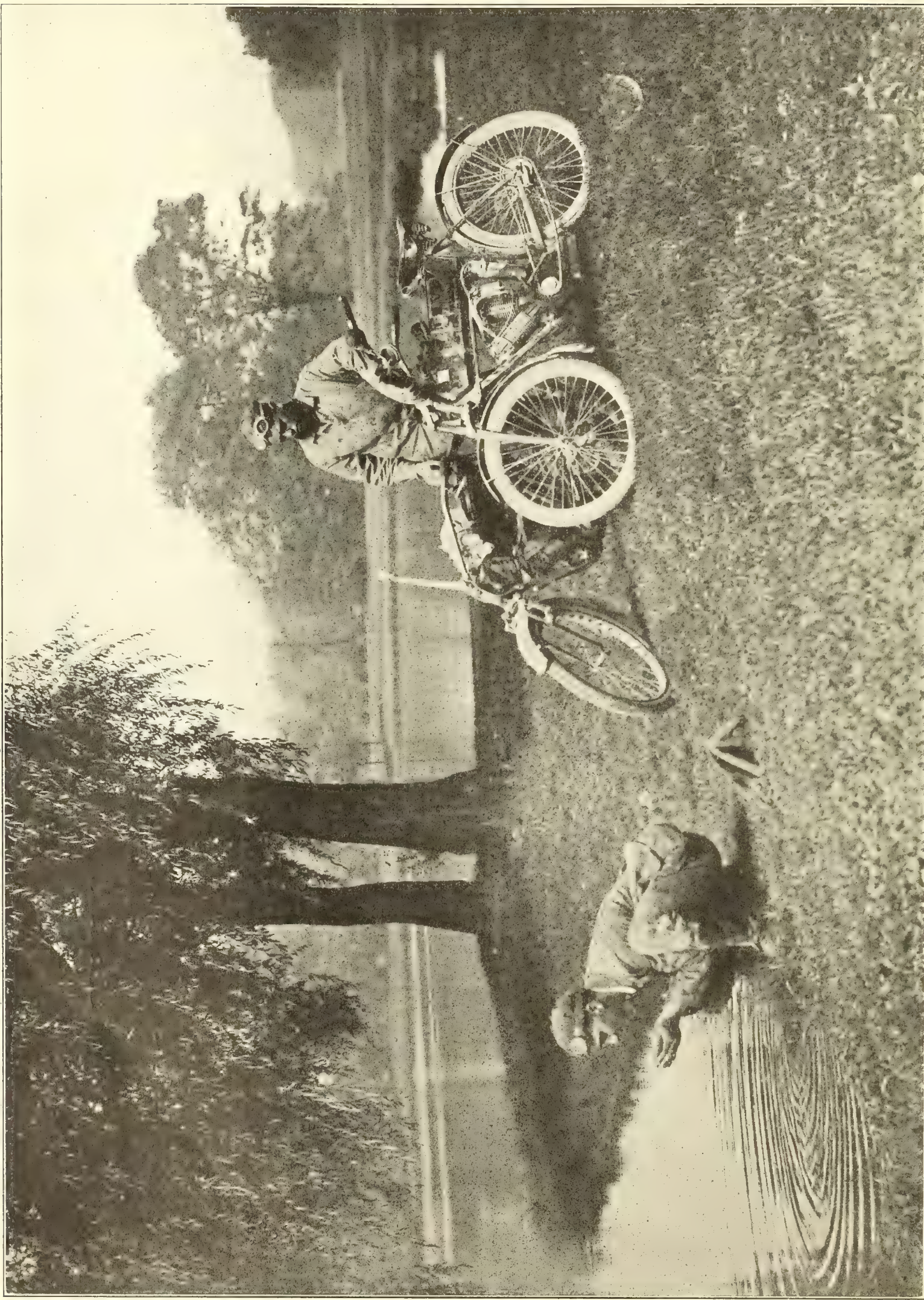
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PRICES AND GENERAL SPECIFICATIONS

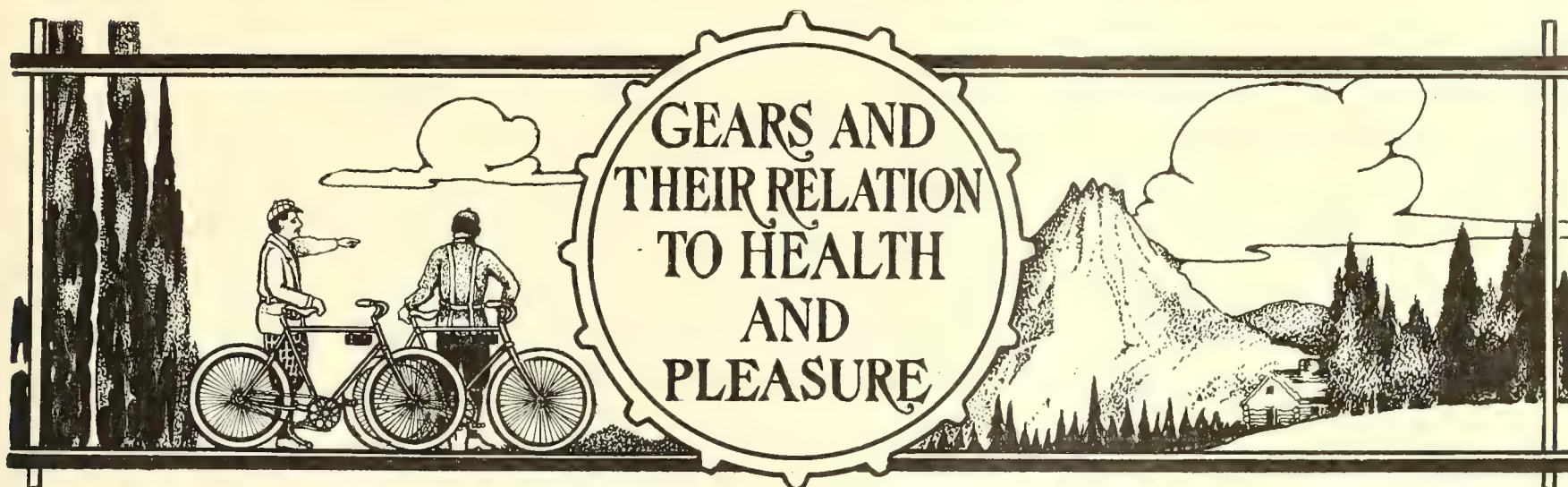
Machine.	Character of Vehicle.	Price.	Cylinders.	H.P.	Bore.	Stroke.	Piston Displacement cu. in.	Transmission.	Wheel Base Inches.
N. S. U.	Bicycle	275	2	3	2 1/8	3	22.00	V-Belt	52
N. S. U.	Bicycle	240	1	3	2 15-16	2 15-16	20.211	V-Belt	51
N. S. U.	Bicycle	200	1	1 1/2	2 17-32	2 3/4	13.737	Round belt	49
N. S. U.	Tri-car	550	2	6	2 15-16	3 17-32	48.508	V-Belt	60
N. S. U.	Bicycle	240	1	3 1/2	3 5-32	3 5-32	24.526	V-Belt	54
N. S. U.	Bicycle	300	1	4	3 7-32	4 1/8	33.50	V-Belt	46
N. S. U.	Bicycle	330	2	6	2 15-16	3 17-32	48.508	V-Belt	52
N. S. U.	Side car	450	2	6	2 15-16	3 17-32	43.508	V-Belt	57
Pierce	Bicycle	350	4	6-7	2 3-16	2 1/4	34.50	Bevel gear shaft	60
Excelsior	Bicycle	225	1	3 1/2	3 1/4	3 1/2	29.00	1 5/8 in. flat belt	56
Excelsior	Bicycle	250	1	3 1/2	3 1/4	3 1/2	29.00	1 5/8 in. flat belt	56
Indian	Bicycle	175	1	2 3/4	2 3/4	3 1/4	19.30	Chain	51
Indian	Bicycle	200	1	2 3/4	2 3/4	3 1/4	19.30	Chain	53
Indian	Bicycle	250	1	3 1/2	3 1/4	3 1/4	26.96	Chain	53
Indian	Bicycle	250	1	3 1/2	3 1/4	3 1/4	26.96	V-Belt	53
Indian	Bicycle	275	2	5	2 3/4	3 1/4	38.61	Chain	53
Indian	Bicycle	275	2	5	2 3/4	3 1/4	38.61	V-Belt	53
Indian	Bicycle	325	2	7	3 1/4	3 7-16	60.32	Chain	48
Indian	Bicycle	275	2	5	2 3/4	3 1/4	38.61	Chain	53
Indian	Bicycle	275	2	5	2 3/4	3 1/4	38.61	Chain	53
F. N.	Bicycle	275	1	2 3/4	...	...	15.255	Shaft .....	..
F. N.	Bicycle	350	4	5	1 3-32	2 1/4	27.311	Shaft	56
Light	Bicycle	175	1	2 1/4	2 5/8	3 1/4	17.589	Chain	54
Light	Bicycle	225	1	3 1/2	3 1/4	3 1/4	26.961	Chain gear	54
Light	Bicycle	175	1	2 1/4	2 5/8	3 1/4	17.589	Chain	54
Merkel	Bicycle	210	1	3 1/2	3 1/4	3 1/4	26.961	V-Belt	53
Merkel	Bicycle	250	1	3 1/2	3 1/4	3 1/4	26.961	V-Belt	53
Merkel	Bicycle	300	2	7	3 1/4	3 1/4	53.922	V-Belt	53
Harley Davidson	Bicycle	250	1	4	3 5-16	3 1/2	30.17	V-Belt	54
Harley Davidson	Bicycle	210	1	4	3 5-16	3 1/2	30.17	Flat belt	54
Harley Davidson	Bicycle	325	2	7	3 1/8	3 1/2	55.00	V-Belt	58
Thor	Bicycle	150	1	2 1/4	2 5/8	3 1/4	17.589	Chain	52 1/2
Thor	Bicycle	200	1	3	2 3/4	3 1/4	19.304	Chain and gear	53 1/4
Thor	Bicycle	225	1	3	2 3/4	3 1/4	19.304	Chain and gear	53 1/4
Thor	Bicycle	250	1	3 1/4	2 3/4	3 1/4	19.304	Chain and gear	53 1/4
Thor	Bicycle	275	2	6	2 3/4	3 1/4	38.608	V-Belt	53 1/4
Thor	Bicycle	300	2	6	2 3/4	3 1/4	38.608	Chain and gear	53 1/4
Midget Bicar	Bicycle	275	1	3 1/2	3 5-32	3 5-32	24.526	V-Belt	56
Midget Bicar	Bicycle	350	1	3 1/2	3 5-32	3 5-32	24.526	V-Belt (2 speed)	58
Midget Bicar	Bicycle	310	2	5	3	3 1/8	44.00	V-Belt	58
Curtiss	Bicycle	200	1	3	3 1/4	3 1/4	27.00	V-Belt	58
Curtiss	Bicycle	250	1	3 1/2	3 1/4	3 5/8	30.50	V-Belt	58
Curtiss	Bicycle	275	2	6	3 1/4	3 1/4	54.00	V-Belt	58
Curtiss	Bicycle	300	2	7	3 1/4	3 5/8	61.00	V-Belt	58
Curtiss	Bicycle	350	3	10	3 1/4	3 1/4	81.00	V-Belt	60
Crouch	Bicycle	175	1	3	3 1-16	3	22.00	1 1/2 in. flat belt	53
Crouch	Bicycle	200	1	3	3 3-32	3	22.50	1 1/2 in. flat belt	54
New Era	Bicycle	300	1	3 1/2	3 1/4	3 1/2	29.00	Planetary gear (2 spds.) ..	60
Greyhound	Bicycle	210	1	3	3 1/4	3 1/4	26.961	Chain belt	57
Minn. Two Speed	Bicycle	250	1	2 3/4	2 5/8	3 1/4	17.589	Chain	56
Minn. Two Speed	Bicycle	275	1	3 1/4	2 3/4	3 1/4	19.304	Chain	58
Minn. Two Speed	Bicycle	325	2	6	2 3/4	3 1/4	38.61	Chain	58
Minn. Direct Drive	Bicycle	200	1	2 3/4	2 5/8	3 1/4	17.589	Chain	54
Minn. Direct Drive	Bicycle	185	1	2 3/4	2 5/8	3 1/4	17.589	V-Belt	54
Minn. Direct Drive	Bicycle	225	1	3 1/4	2 3/4	3 1/4	19.304	Chain	56
Minn. Direct Drive	Bicycle	225	1	3 1/4	2 3/4	3 1/4	19.304	V-Belt	56
Minn. Direct Drive	Bicycle	275	2	6	2 3/4	3 1/4	38.61	Chain	56
Minn. Direct Drive	Bicycle	275	2	6	2 3/4	3 1/4	38.61	V-Belt	56
American	Bicycle	225	1	3 1/2	3	3 1/2	24.740	V-Belt	56
American	Bicycle	235	1	4 1/2	3 1/4	3 1/2	29.00	V-Belt	56
American	Bicycle	250	1	5	3 1/4	3 1/2	29.00	V-Belt	53
American	Bicycle	210	1	3	2 3/4	3 1/4	19.304	V-Belt	54
American	Bicycle	195	1	3	2 3/4	3 1/4	19.304	V-Belt	53
Emblem	Bicycle	175	1	3 1/2	3 1/4	3 1/4	26.961	V-Belt	53
Emblem	Bicycle	200	1	4	3 1/4	3 3/4	31.109	V-Belt	53
Armac	Bicycle	200	1	3	3	3 1/2	24.740	V-Belt	57
Armac	Bicycle	225	1	4	3 1/4	3 1/2	29.00	V-Belt	57
Armac	Bicycle	275	2	6	3	3 1/2	49.48	V-Belt	57
Torpedo	Bicycle	190	1	2 3/4	2 5/8	3 1/4	17.076	Chain	50
Torpedo	Bicycle	250	1	3	2 3/4	3 1/4	19.304	Chain	51
Torpedo	Bicycle	275	2	5	2 3/4	3 1/4	38.61	Chain	51

OF THE MOTORCYCLES OF 1909

Wheels. Inches.	Frame Height. Inches.	Weight.	Ignition.	No. Cells.	Capacity.		Tires. Size.	Brake.	Valves
					Gas Gal.	Oil. Pints.			
26	19	160	Magneto	Bosch	1½	2	2	Expanding	Mechanical
26	20	135	Magneto	Eisemann	2	5	2¼	Band and rim	Mechanical
26	23	80	Magneto	Bosch	1	3	1¾	Band and rim	Automatic
26	20	300	Magneto	Bosch	2	5	2½	Expand. band, 2 spd.	Automatic
26	20	160	Magneto	Eisemann	2	5	2¼	Band and rim	Mechanical
26	18	140	Magneto	Eisemann	1½	5	2	.....	Mechanical
26	20	170	Magneto	Bosch	2	5	2½	Band and rim	Automatic
26	20	275	Magneto	Bosch	2½	5	2½	Band and rim, 2 spd.	Automatic
28	19	180	Magneto	Bosch	1¾	5	2½	New Dept. & band	Mechanical
28	20	170	Battery	Three	2	3	2½	Band	Automatic
28	20	170	Magneto	Herz	2	3	2½	Band	Automatic
28	22	125	Battery	Three	1¼	4	2¼	Corbin	Mechanical
28	19	140	Battery	Three	2	4	2½	Corbin and band	Mechanical
28	19	140	Magneto	Bosch	2	4	2½	Corbin and band	Mechanical
28	19	140	Magneto	Bosch	2	4	2½	Corbin and band	Mechanical
28	19	155	Magneto	Bosch	2	4	2½	Corbin and band	Mechanical
28	19	155	Magneto	Bosch	2	4	2½	Corbin and band	Mechanical
28	19	135	Battery	Three	1¼	2	2¼	Corbin	Automatic
28	19	155	Magneto	Bosch	2	4	2½	Corbin and band	Mechanical
28	19	155	Magneto	Bosch	2	4	2½	Corbin and band	Mechanical
26	19	120	Magneto	Bosch	1½	2	2	Drum and rim	Mechanical
26	20	185	Magneto	Bosch	1½	4	2½	Drum and band	Automatic
26	20	145	Battery	Three	1¼	2	2¼	Thor	Automatic
28	22	150	Battery	Three	1¼	2	2½	Thor	Automatic
26	20	145	Battery	Three	1¼	2	2¼	Thor	Automatic
28	20	140	Battery	Three	1½	3	2¼	Eclipse	Automatic
28	20	145	Magneto	Herz	2	3	2¼	Band (free wheel)	Automatic
28	20	160	Magneto	Herz	2	3	2½	Band (free wheel)	Automatic
26	19	150	Magneto	Herz	2	4	2½	Eclipse	Automatic
28	19	150	Battery	Three	2½	5	2½	Thor	Automatic
28	19	170	Magneto	Herz	3	6	2¾	Thor	Automatic
28	22	120	Battery	Three	1⅛	1¾	2¼	Thor	Automatic
28	22	140	Battery	Three	1½	3	2¼	Thor	Automatic
28	22	140	Magneto	Bosch	2	4	2¼	Thor	Automatic
28	19	140	Magneto	Bosch	2	4	2¼	Thor	Automatic
28	19	160	Battery	Three	2	4	2½	Thor	Automatic
28	19	160	Magneto	Bosch	2	4	2½	Thor	Automatic
26	17	135	Battery	Three	2½	2	2¼	Belt rim	Mechanical
26	17	180	Battery	Three	2½	2	2¼	Belt rim	Mechanical
26	17	170	Battery	Three	2½	2	2¼	Belt rim	Automatic
26	22	125	Battery	Three	2	5	2½	Eclipse	Automatic
26	17	120	Magneto	Bosch	1½	3	2½	Eclipse	Automatic
28	20	150	Battery	Three	2	4	2½	Eclipse	Automatic
26	20	120	Battery	Three	1½	3	2½	Eclipse	Automatic
26	20	175	Battery	Four	2½	6	2½	Eclipse	Automatic
28	21	140	Battery	Three	1¾	2	2	New Departure	Automatic
28	21	145	Battery	Three	1¾	2	2¼	New Departure	Automatic
28	22	180	Battery	Three	1¾	1½	2½	Expanding band	Automatic
28	21	140	Battery	Three	1½	3	2½	Corbin duplex	Automatic
28	20	145	Battery	Three	2	4	2¼	Thor	Automatic
28	20	150	Battery	Three	2	4	2¼	Thor	Automatic
28	20	160	Battery	Three	2	4	2½	Thor	Automatic
28	20	135	Battery	Three	2	4	2¼	Thor	Automatic
28	20	135	Battery	Three	2	4	2¼	Thor	Automatic
28	20	145	Battery	Three	2	4	2¼	Thor	Automatic
28	20	145	Battery	Three	2	4	2¼	Thor	Automatic
28	20	155	Battery	Three	2	4	2½	Thor	Automatic
28	20	155	Battery	Three	2	4	2½	Thor	Automatic
28	20	145	Battery	Three	2	4	2½	Musselman	Mechanical
28	20	150	Battery	Three	2	4	2½	Musselman	Mechanical
26	18	130	Battery	Three	1¼	4	2¼	Musselman	Mechanical
28	20	140	Battery	Three	1¼	4	2¼	Musselman	Automatic
28	20	140	Battery	Three	1½	4	2¼	Musselman	Automatic
28	20	140	Battery	Three	1½	4	2½	Morrow	Mechanical
28	20	140	Battery	Three	1½	4	2½	Morrow	Mechanical
28	21	140	Battery	Three	.	.	2½	Coaster	Automatic
28	21	140	Battery	Three	.	.	2½	Coaster	Automatic
26	21	150	Battery	Three	.	.	2½	Coaster	Automatic
26	20	125	Battery	Three	1¼	1	2¼	Thor	Automatic
26	20	145	Battery	Three	1¼	1	2¼	Thor	Automatic
26	20	150	Battery	Three	1¼	1	2½	Thor	Automatic



THE HANDY CUP OF THE THIRSTY TOURIST



By F. S. CATE, M.D.

Gears is our subject, and an important subject it is for the man or woman who seeks the real health and pleasure that is contained in the use of a bicycle. There are big gears, little gears, bevel gears, elliptical gears, racing gears, and we ought to have health giving gears. It is this last form of gear only, which is dealt with in this article.

Having been a constant rider of a bicycle for 18 years, I have made some observations on the uses and the abuses of this worthy machine, and the ideas embodied in this paper are the result of those observations. I do not expect these views to be wholly above criticism, nor that every one who reads them will agree with them. As one famous writer states: "Nothing is so bad but what it may contain a grain of truth, and nothing is so good but what it has its defects"; so these ideas, although they may not be the embodiment of perfection, yet they are one step towards making one of the grandest forms of exercises both enjoyable and healthful.

A great many times as a physician I have been asked, "Do you think riding a bicycle is harmful?" and under some conditions it unquestionably is injurious, but under suitable conditions it can be made of positive value in building up and maintaining one's health, quite apart from its pleasurable and utilitarian features. In fact, I consider bicycling one of the grandest forms of physical exercise. It not only stimulates the muscles, but strengthens the lungs and heart. Deeper breathing in the open air means better blood. It sharpens the appetite and is the foe of dyspepsia. It takes one out of the hurly-burly of daily cares to new and varied scenes, which is rest for the tired brain.

Why is there so much indifference or lack of appreciation of the bicycle? One of the chief causes is the work of propulsion. That in turn is due to too much gear. When you take the work out of bicycling then you make it a pleasure and a factor for health. When you increase the pleasurable features you get more riders and incidentally foster the commercial end.

Then why do we have such large gears?

It is because the manufacturer caters to the racing class, knowing full well that the imitative American public will follow their favorite. This dear American public never stops to consider that its favorite is riding under very special conditions as to surface, grade, windshields, tires, etc., while he (the public) has to encounter rough and often sandy roads, hills, and winds, not to mention other difficulties. In other words a bicycle that is suitable for a race track is not suitable for ordinary conditions. But the manufacturer makes what the public thinks it wants and not what it needs. The dealer in turn, sells what the manufacturer makes and the buyer has to take what he can get or go without.

It would be just as sane for a carriage maker to tell a prospective buyer that he needed a trotting sulky to take his family for a drive, or to say that a merchant needed one with which to deliver groceries, simply because a noted driver used such a vehicle in a successful race at Pimlico, as it is for a bicycle dealer to tell a man he needs a racing wheel, or racing gears for ordinary uses. But this is what they do. Racing gears are all right for racing men, but there are other people who ride for business, pleasure, or health, where only moderate speed is required; and if moderate speed can be obtained at less cost of muscular exertion that is the end desired.

One of the greatest evils of wheeling is exhaustion. The average person cannot drive the gears now prevalent for any length of time without exhaustion, and after repeated attacks of exhaustion they lose interest and so wheeling declines. Had the trade encouraged the use of the bicycle for ordinary purposes alongside the racing game, and made gears to fit the capacity of ordinary riders in harmony with the use to which the bicycle was to be put, there would be more enthusiastic riders today.

How are we to know what kind of a gear is adapted to any given rider? The majority of people think that the larger the gear the faster the wheel, and that speed is the only desideratum to be attained. This is a fallacious hypothesis, as the speed of a bicycle does not depend so much on

the size of the gear as the velocity with which it is rotated, as we presently shall see. Were the power applied by an engine of unfailing endurance the hypothesis would be correct; but we have the uncertain vacillating function of muscle tissue to deal with. Hence the problem is to find the value of this muscular equation in terms that will be applicable to different people under varying conditions.

One of the best standards of our general health is to be derived from the statistics of our great life insurance companies. From these statistics we learn that there is a definite relation between the weight and height of a man, which, when he is in health, is an index of his physical capacity. This being so we have a clue to the gear best suited to him from a health point of view; viz: his height, for we have already seen that his height is correlated to his weight, which is indicative of his strength. Suppose that a man is abnormally short for his weight, and provided this excess weight is not due to fat, which is a diseased condition, we would correct his gear to correspond with the height of a normal man of his weight. In like manner we would make similar corrections for an abnormally tall but underweight man. Again a man with a highly nervous temperament, as presently will be shown, needs a small rapidly revolving gear, while our stolid phlegmatic subject needs quite the reverse. Hence slight corrections must be made for these differences before we can approximate the gear best suited to our rider.

Right here I wish to call attention to the difference between matter and motion. These two factors must not be confounded. Matter stands for muscular tissue, while motion stands for nervous energy. The destruction of cell tissue or bodily matter is quite a different thing from the consumption of nervous energy or motion. The former is the result of high gear action and the latter of low gear action. Take for example the familiar coffee mill in the corner grocery; one can turn that a long time without fatigue when it is empty; but load it with coffee, even at a low rate of speed, he must change hands frequently because of

fatigue. In the first instance he is using up large amounts of motion, while in the second place he is using up principally muscle. It is almost too trite to call attention to the fact that one recovers from the effects of expended motion far more rapidly than from the destruction of muscle cells, and this is just what happens when a person drives a low or a high gear. It is a question of burning up energy, or muscle; and the one you will burn, should be the one of which the individual has an excess; and the amount of that fuel should be measured by the amount manufactured from day to day by ordinary food and rest

From the foregoing statements it is evident that the range of health giving gears would be the range of humanity's height. As the average American man is 5 feet 7¾ inches, and the American woman 4 inches less, it would follow that the ideal single gear would be 68 for men, and 64 for women.

strength is approximately ⅝ horsepower; 125 and 75 being means, if you decrease his revolutions by increasing his gear, you will increase his pressure correspondingly and your results will be the same. If we decrease either factor without corresponding compensation in the other then he will fall off in horsepower and he won't be working up to his capacity. This is the theoretical side.

In testing his computations by practice, Mr. Blank made several trips of 100 kilometers (62.1 miles), without scorching, at a sustained average speed of 14.3 miles per hour, which is very close to his previously calculated expectation. This represents Mr. Blank's health limit of doing work irrespective of gear.

When we find a man who can travel faster than this at a sustained speed, he is developing a greater horsepower, or in other words, is a stronger man, and Mr. Blank ought not to attempt to ride in his

of fuel at varying speeds with the same gear.

	Miles per hour.	Rev. per min.	H.P.	Equiv. Gear at 60 Rev. per min.
(10 K.)	6⅔	31.9	.136	
	8⅓	42.8	.184	
	10	51.5	.220	56
	11.66	60	.257*	
	12	61.75	.265	67.2
(20 K.)	12.50	64.3	.272	70
	14.3	73	.313	80
	15	77	.331	84†
	20	103	.440	112†

* Approx. ¼ horsepower (normal).
† For short distances only.

This table shows that a 65.3 gear revolving 73 times per minute is the same thing as an 80 gear revolving 60 times per minute so far as speed goes, viz., 14.3 miles per hour; the difference being in one case he is burning energy on a low gear, and in the other, muscle on a high gear. As to



DR. CATE PRACTISING WHAT HE PREACHES ON ONE OF CALIFORNIA'S OILED ROADS

Having discussed the subject in its general aspects, we will consider it from a more specific point of view. For the sake of convenience we will take Mr. Blank and his bicycle, as I have this data already at hand, although any other would serve as well. Mr. Blank weighed 144 pounds, his wheel 26 pounds, and he stood 5 feet 5½ inches in his stocking feet at the time of these calculations. By experimentation with scales, we found that the greatest pressure he could bring to bear on the pedals was 250 pounds with no motion. Removing all pressure other than the friction of the bearings, we found he could revolve his 65.3 gear (21x9 sprockets) 150 revolutions a minute. The mean of these extremes would be 125 pounds and 75 revolutions—125x2 1/6 (2 1/6 feet being the total thrust of the 6½ inch crank for 1 revolution) = 270.8 pounds—270.8 × 75 = 20,312.5 feet pounds of work done per minute. 20,312.5 ÷ 33,000 = .615 horsepower. (Approximately ⅝ horsepower.) While 75 revolutions of this gear = 14.5 miles per hour.

This means that Mr. Blank's working

class. If he does so, it is at the risk of his health, and health should derive improvement, not detriment from cycling.

Having seen what Mr. Blank can do at the health line, let us briefly see what he can do from the normal point of view, at varying speeds and their equivalents in other gears running at 60 revolutions per minute, the average walking gait.

Mr Blank's weight, 144 + wheel weight 26 = 170 pounds × .384 coefficient friction = 141.5 × 60 revolutions per minute = 8,490 foot pounds work done per minute ÷ 33,000 = .257 horsepower (approximately ¼+ horsepower); or, 65.3 gear × 2 1/6 thrust = 141.5 pounds work done per revolution × 60 revolutions per minute = 8,490 foot pounds work done per minute ÷ 33,000 = .257 horsepower (approximately ¼+ horsepower).

The following table is computed by multiplying the work done per revolution by the varying revolutions per minute, according to speed, and reducing the results to horsepower. This shows the consumption

the gear which Mr. Blank should use to do this work, it is evident that it must be determined from his weight, height and temperament; in other words, whether he has energy or muscle to burn.

There are other factors that enter into our problem, as momentum, which decreases our pressure on the pedals. This is equivalent to the mass × the velocity one is traveling in feet per second. Then there is the wind pressure, which, at 10 miles per hour, is equivalent to approximately one-half pound per square foot of resistance, and increases or decreases as the square of its velocity. Again there are the matters of gradients, sandy stretches, rough roads, etc., and, if one tours, the question of load, which always amounts to from 15 to 25 pounds, all of which calls for additional power.

These little matters may seem irrelevant to our subject, but they have to do with gears because it is by means of the gear that they are overcome; and a reasonable margin must be allowed for these contingencies in practical riding, otherwise when



emergencies arise a rider has no extra power at his command to meet them, without drawing on his reserve strength. The minute he does this, if it is persisted in, he begins to undermine his health. Hence it hardly seems necessary to remark the folly of starting out, under the most favorable conditions, with a gear that is close to one's limit. The difference between the work done under normal conditions ($\frac{1}{4}$ horsepower), and the work done at the health limit ($\frac{5}{8}$ horsepower, in the case illustrated), is his working margin for emergencies. As there exists a definite relation between weight and height, what is true in regard to Mr. Blank, would be equally true of any other man proportionally.

We do not pretend to claim that the gears represented by this system are the largest that any man can drive, but we do claim that they give approximately the maximum of efficiency for the minimum cost of vitality, where a bicycle is used extensively; and that it is possible to ride under such conditions, day after day, year in and year out, without loss of weight; or in other words, emergency margin. Hence it follows by taking his corrected height as the standard for his gear, in practice, it is not necessary to determine his limit of safety, because the

difference between normal gear and limit of safety will give him a safe working margin without injury to health and all that such injury entails.



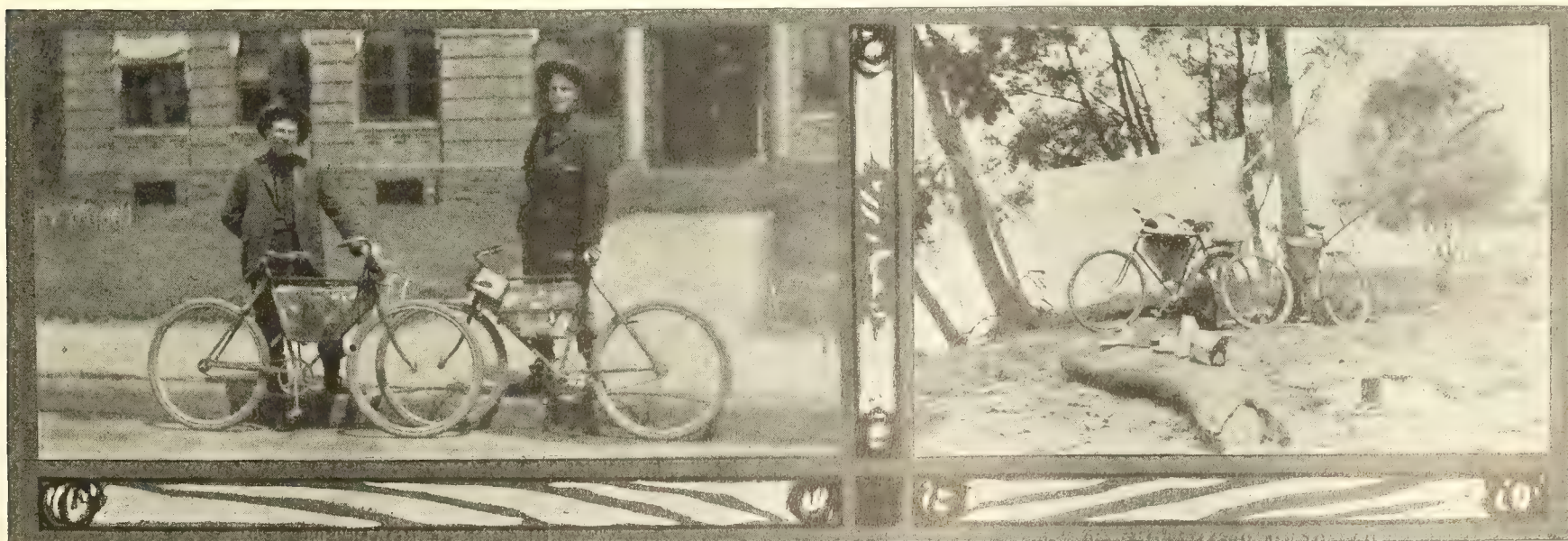
A SIGN OF SPRING

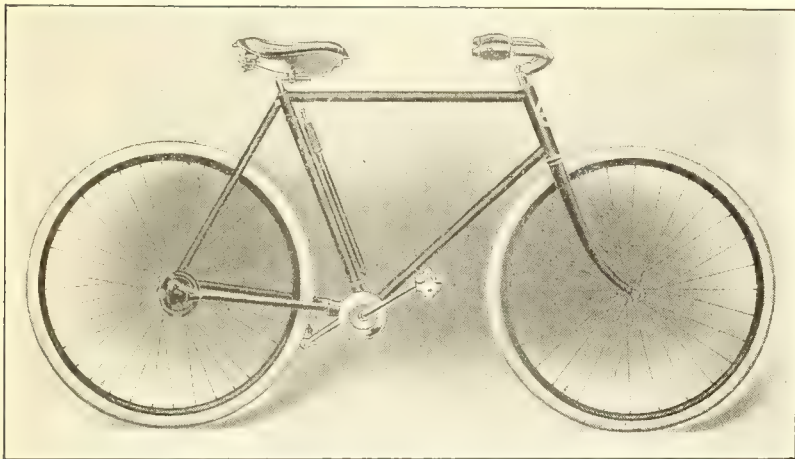
As for the class of riders who spend a half hour occasionally in the park, or who ride to the post office once a day, they can hardly be classed as riders, as they are not in the saddle long enough to know whether or not they have any gear at all, nor to experience any effects, beneficial or otherwise.

As to what constitutes a day's ride, that, of course, depends on the character of the roads and the country traversed. On an ordinary good road, in a flat or slightly rolling country, 100 kilometers (62.1 miles) can be comfortably made. A slightly rolling country furnishes the best conditions for riding, as the intermittent strain of climbing the small hills with the accompanying relaxations on the down grades gives tone to the muscles which the monotonous pull of a level road does not furnish.

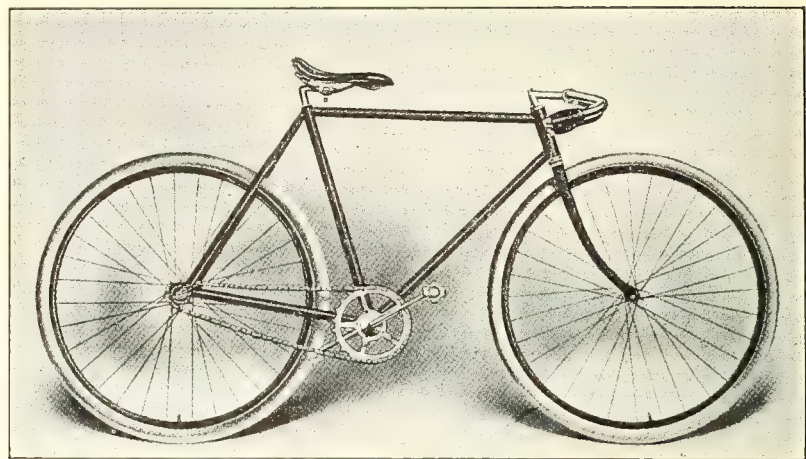
To sum up our observations: We have shown how to find a man's limit of safety; we have also shown what he can do under a normal condition, so called, and, finally, how the difference between the two is his emergency margin. Hence it follows by taking his corrected height as the standard for his gear, in practice, it is not necessary to determine his limit of safety, because the difference between normal gear and limit of safety will give him a safe working margin.

If that friend of yours is showing symptoms of becoming interested in either bicycles or motorcycles would not this issue of the *Bicycling World and Motorcycle Review* serve to stimulate his interest? A copy will be sent postpaid to any address on receipt of ten cents in stamps.





COLUMBIA CHAINLESS, \$75



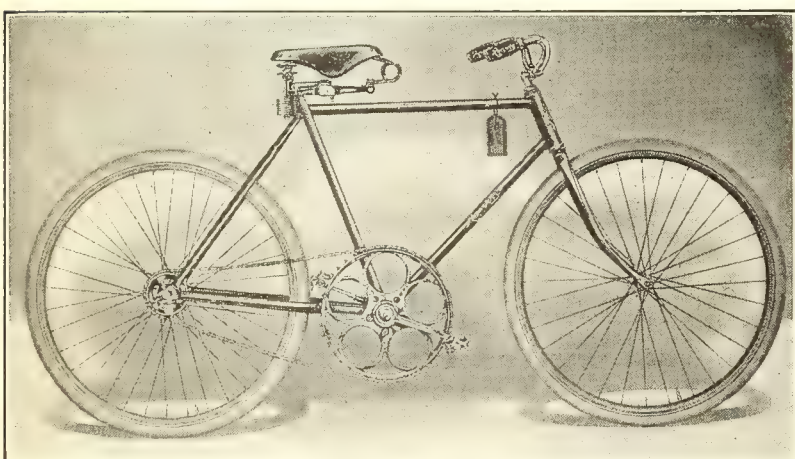
TRIBUNE SPECIAL, \$50



IVER JOHNSON FLYER, \$40



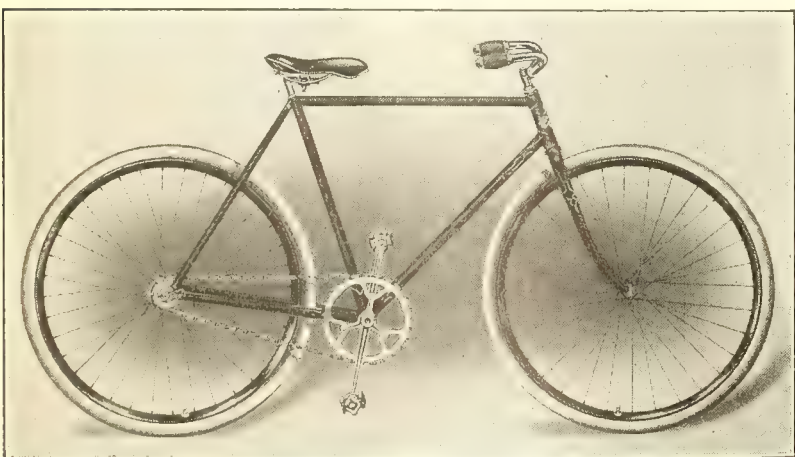
IVER JOHNSON ROADSTER, \$30



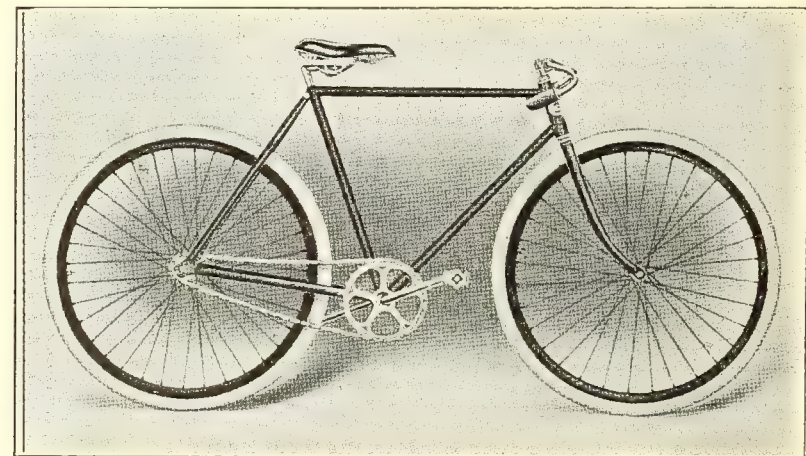
RACYCLE PACEMAKER, \$60



RACYCLE RIDEABOUT, \$55

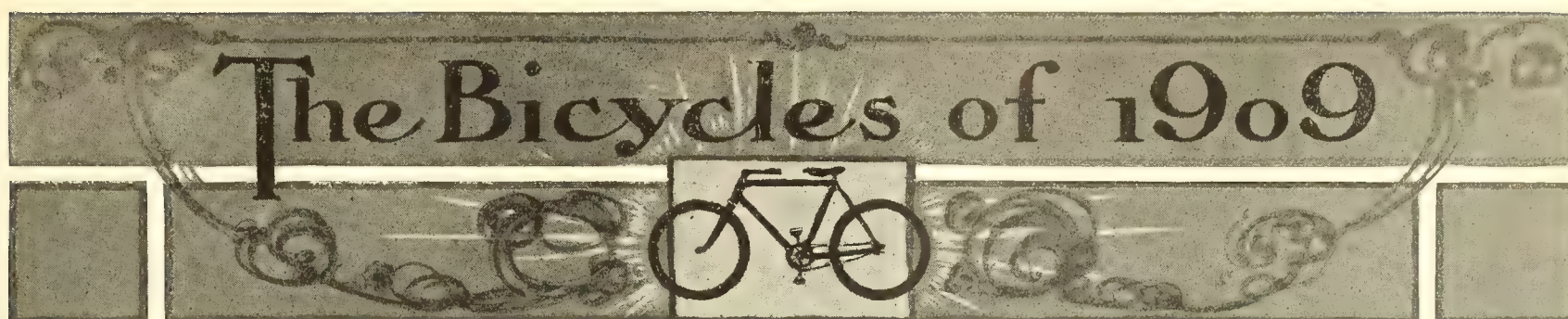


RAMBLER ROADSTER, \$40



CRESCENT ROADSTER, \$30

The Bicycles of 1909



Nothing has arisen to take the place of the pedal propelled bicycle. The motor bicycle may have encroached upon its sphere, but not even the motor bicycle can displace or wholly replace its progenitor. It remains the best and most convenient means for outdoor exercise and the lightest, simplest, most compact, most convenient and most economical means for locomotion or transportation known to man. It is inconceivable that anything can be created to take its place or present such manifold and remarkable advantages.

The bicycles of to-day are better than the bicycles of the past and less expensive. There is a bicycle to fit every purse, and there is no person, young or old, who will not be physically and mentally bettered by its rational use.

But all bicycles are not alike. Quality still is maintained, and to obtain it the price must be paid; and old as is the bicycle, comparatively speaking, the leading manufacturers still are intent on improving it and that this unremitting effort is not without avail is evidenced by not a few of the models for 1909. The proud position occupied by the American bicycle and the great influence its makers have exerted in giving better bicycles at lower prices to the universe are appreciated by few of those Americans who use the superb results of their brains and workmanship. Indeed, the most graceful acknowledgement and appreciation of American skill

and ingenuity has come from abroad and from one well positioned to speak with knowledge of the immediate cause and effect—the superintendent of an English cycle factory. Writing for one of his home prints recently he said:

“We in the shops know how great and far-fetching was the influence of the American engineer on the evolution of the machine as we have it to-day. Before the Americans entered the field, the bicycle in this country was being made in an old-fashioned and perfunctory manner. The Americans taught us standardization of parts and provided us with the automatic machinery, for the production of those parts, which is now indispensable to modern manufacture, and which accounts for our being able to build to-day a better bicycle at a lower price than we could ten or twelve years ago. Indeed, it is not too much to say that the great ingenuity and skill evidenced by the American bicycle manufacturer in designing machinery for the automatic production of interchangeable bicycle parts started a new industry in this country—the production of high-class automatic precision tools. If it were only on this account we should give the credit to the American for enabling us to make the modern bicycle the remarkably cheap and efficient machine which it is.”

It is the refinement of those remarkably cheap and efficient machines that are available to-day.

If evidence were required that the desire to improve still exists and that the refining hand is still at work, it is to be had in the productions of the Pope Mfg. Co. for 1909. At the end of thirty years of bicycle manufacture the old, but ever young, pioneers having the will, found the way to improve, not radically, of course, but nevertheless to come nearer to perfection though the effort and expense of doing so might as easily have served. Thus the good old Columbia has its frame lines slightly altered, its wheel base has been lengthened and there is more rake to its front fork; the two-piece crank hanger also has been bettered, the old wedge and slot method of joining the axle having given way to a simpler union with a large bearing surface and one devoid of small parts. Similarly even the time-tried “dished” sprocket of the always-distinctive Rambler has been made stronger and neater by so counter-sinking it that the arms fit more snugly. The new and more stylish frame lines and fork and wheel base are features of all of the Pope company’s “first line” of bicycles—the Columbia, the Cleveland, the Tribune and the Rambler, but each brand retains its own characteristics.

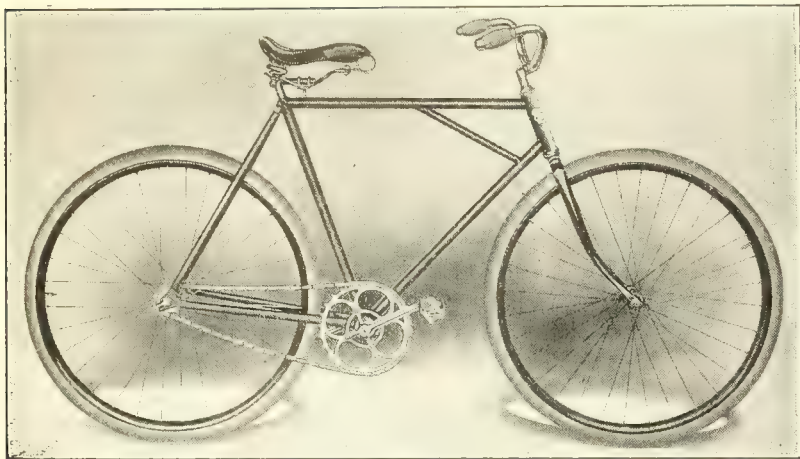
Each of these is made in rigid and cushion frame models, with chain and chainless gear, and for men and for women, the price range being from \$100 for the two-speed, bevel gear, cushion frame, cushion fork

models, to \$40 for the standard rigid frame types devoid of those comforting developments. Except in the case of the Rambler, which long has been distinguished by outside spearhead reinforcements, one inch tubing with flush joints comprises the frame specifications, but each brand has its distinctive fork crown, rear stays and crank-hanger and sprocket, among other things. The equipment is of the very highest order. It includes or affords the option of wood or steel rims, Hartford or G & J tires, Pope, Persons or Wheeler saddles, rubber or rat-trap pedals, Diamond chains, detachable vulcanite grips, B. & S. drop forged wrenches, and an 18-inch imported celluloid tire pump clipped to the seat mast, and a roll tool bag.

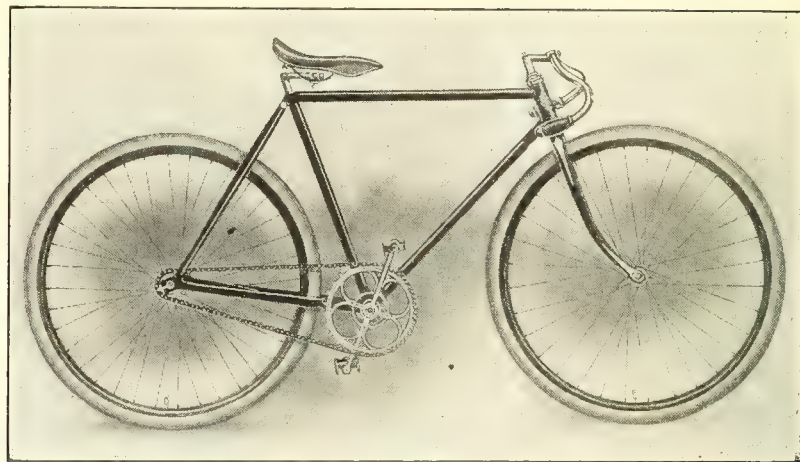
In its entirety the Pope productions constitute an impressively extensive and varied assortment. Each of its “first line” has its particular “third-liner” in the form of a lower priced bicycle. Thus the Columbia is accompanied by the \$30 Hartford, the Cleveland by the \$30 Westfield, the Tribune by the \$30 Stormer, and the Rambler by the \$30 Ideal; and each is further linked with the Pope company’s famous Fay juveniles, listing at from \$20 to \$25. Likewise there is the Pope “second line,” composed of the Monarch, Imperial, Sterling and Crescent, which are not made in chainless patterns being produced only in \$40 and \$30 chain models, but which nevertheless

are marked by improved frame lines and some minor refinements.

The Iver Johnson (Iver Johnson’s Arms & Cycle Works, Fitchburg, Mass.) constitutes another example of the unceasing striving for perfection on the part of pioneer manufacturers and also of the triumph of a good idea which was rejected in the “mad days” of cycling when riders made their purchases without much regard for rhyme or reason. For 1909 the Iver Johnson is distinguished by a wholly new and simpler and more effective crankhanger, by a narrower tread, by a new and more positive pinch binder for the seat mast, and by improved nickeling and enameling. The most conspicuous feature of the Iver Johnson is, of course, its truss frame. Although they were not like the Johnson design, which is a true bridge truss, there were truss frames offered during the prevalence of the “bicycle craze,” but the unthinking purchasers of that period would not have them and it was not until comparatively recent years when cycling sanity had been restored that the Iver Johnson truss frame model was put forward that the merit of the idea was recognized and met with quick favor and a large demand. The strength and rigidity and positive alignment which the frame contributes is apparent. One inch tubing with flush joints constitute the frame specification; the fork crown is a drop forg-



HUDSON WASHINGTON SPECIAL, \$60



HUDSON RACER, \$50

ing, and hubs are turned from the solid bar; bearings are of the two-point type. The equipment includes Hartford, Palmer and M. & W. tires; Persons, Troxel and Wheeler saddles, Star rubber and rat-trap pedals, and block and roller chains. Steel rims, mud guards and Eclipse, Corbin and New Departure coaster brakes are offered as options; a diamond frame, minus the truss, also is offered as an option. The prices of the Iver Johnson truss-bridge models are: \$50 for racer; \$50 for spring frame roadster, and \$40 for the Flyer. In addition there are ladies' models at \$30 and \$40, a special diamond frame roadster at \$30, and a boys' juvenile at \$25.

In addition to such "tuning up" of the entire Racycle line (Miami Cycle & Mfg. Co., Middletown, Ohio) one new Racycle has made its appearance. The Racycle Rideabout, as it is styled, incorporates the crank hanger that made the name famous and all other of the well-known Racycle features, but it is distinguished by a 70-tooth front sprocket of half-inch pitch, on which runs a Diamond nickel-steel roller chain of the same unusual pitch. The manufacturers assert that in connection with their hanger, this transmission closely approaches the ideal, being unusually smooth and "sweet" running and giving out not the slightest sound. Large biflange sprockets and the self-oiling crank hanger construc-

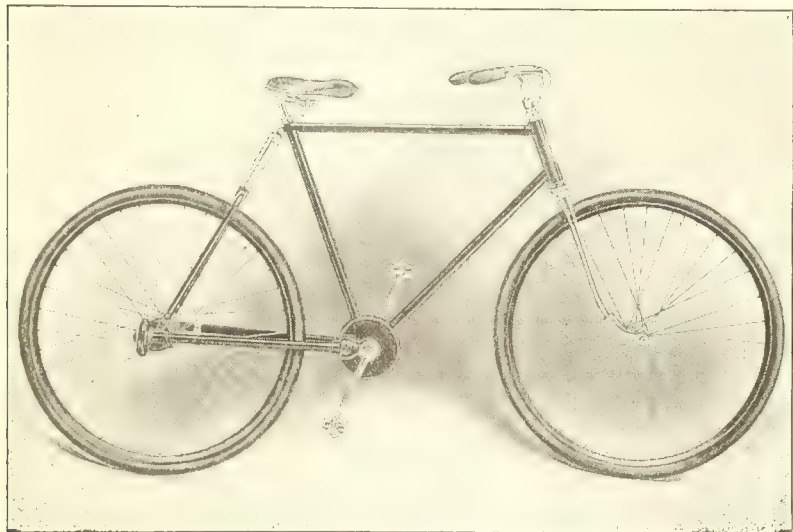
tion, with the ball bearings carried in the shoulder of the cranks is of course the most notable of the Racycle features and during the year the hanger has undergone some slight improvement which adds to its effectiveness. Imported English tubing is again used for the one-inch flush joint frames and drop forged heads, fork crowns and seat post clusters and hubs turned from the solid bar continue as evidence that Racycle quality is as high as ever it was. The equipment is in keeping with that policy. Hartford tires are regularly fitted, but option is offered on Kokomo, G & J and Palmers. Troxel or Persons saddles, Diamond chains, Kelly bars, Star and Bridgeport pedals are other items that add to the wholesome story. The Racycle price list is as follows: Pacemaker, \$60; Rideabout, \$55; Racer, \$50; Roadsters, \$40 and \$35; Ladies', \$40. When cushion frames are desired \$10 is added to these prices. The Racycle spring fork also figures as an extra.

The Hudson bicycles, which constitute the Miami company's supplementary line, are distinguished by the use of American tubing and the well-known D. & J. one-piece hanger, in which the bearings are contained in a separate sleeve, in which the ball cups are seated under heavy pressure, the cones being held secure without the use of locknuts or washers. The Washington Special, which is distinguished by a

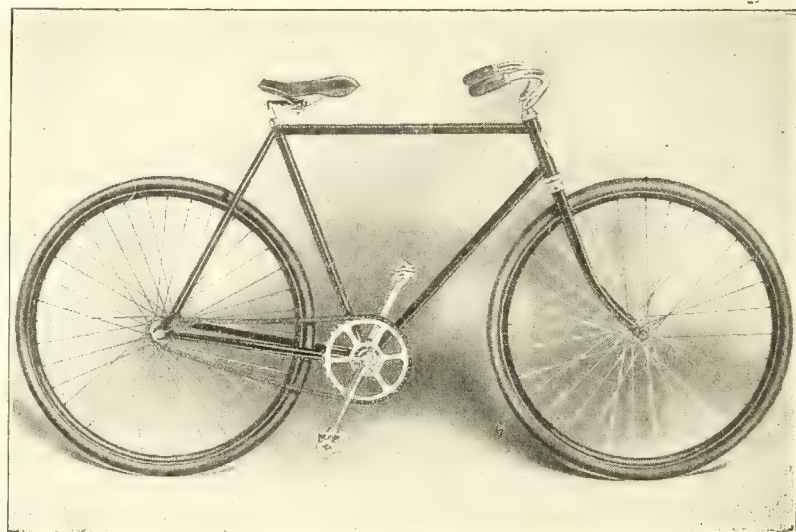
braced frame, is the leader of the Hudson line. On all of the Hudsons the frame lines have been improved and now are the "close-coupled" or close-built type, the shortening of the rear forks and stays bringing the rear wheel close to the seat mast. Hudson prices range from \$30 for the Special Roadster to \$60 for the Washington Special.

The Miami Company also produces the Miami bicycle in two models, for men and women, \$25, and it is splendid value for the money. The Miami Carry-all is a late development designed solely for commercial use. It employs a double bar frame of heavy tubing and otherwise is of heavy A-1 durable construction; it is fitted front and rear with bracket carriers and is such a machine that appeals to the small merchant, who seeks a quick and ever-ready means of parcel delivery at practically no cost.

Outside of some refinement of minute details, Pierce bicycles (Pierce Cycle Co., Buffalo, N. Y.) remain unchanged, and, of course, the quality for which they are famed is as high as ever it was. As heretofore the chainless and cushion frame models are strongly featured, the former retaining the centered bevel gear drive which has been its characteristic. Except on the \$50 and \$60 racers, which have outside head joints, the Pierce line employs frames of one inch tubing, with flush



PIERCE CUSHION FRAME CHAINLESS, \$80



PIERCE ROADSTER, \$40

joints; the fork crown is of the two-plate type and the hanger of the detachable right crank pattern; the axle and left crank being formed in one piece. The hubs are bored from the solid steel and are distinctive in that they are flangeless and provided with "button hole" spoke holes. The two-leaf flat spring fork remains a feature of the cushion frame models. The

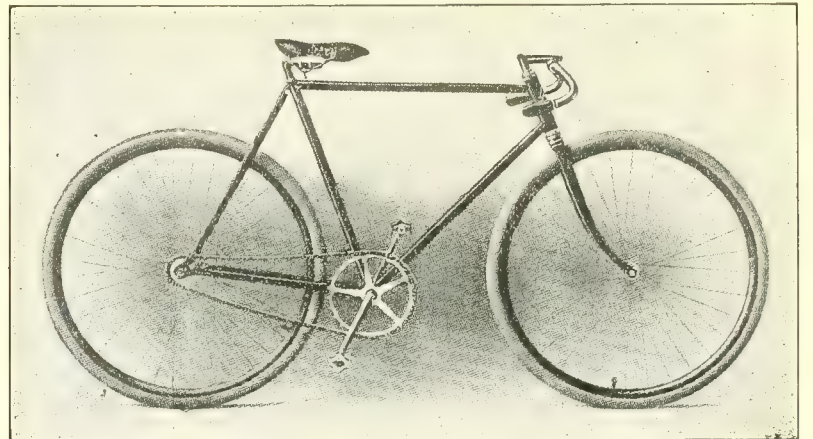
the latter including a Heavy Service model, which is of stouter build than is usual.

Eleven models constitute the Emblem line (Emblem Mfg. Co., Angola, N. Y.), four of them listing at \$50, three at \$40, two at \$30 and two at \$25, the latter being juvenile models. The \$50 bicycles comprise a double bar or truss frame roadster with out-

blem or Kelly handlebars. Emblem or Persons saddles and Star pedals are included in the equipment. Apart from the three-plate fork crowns, the reversible cones and the hubs, which permit either front or rear wheel to be removed from the frame without disturbing the adjustment of the bearings, the Emblem crank hangers are strongly featured. There are two of them, one



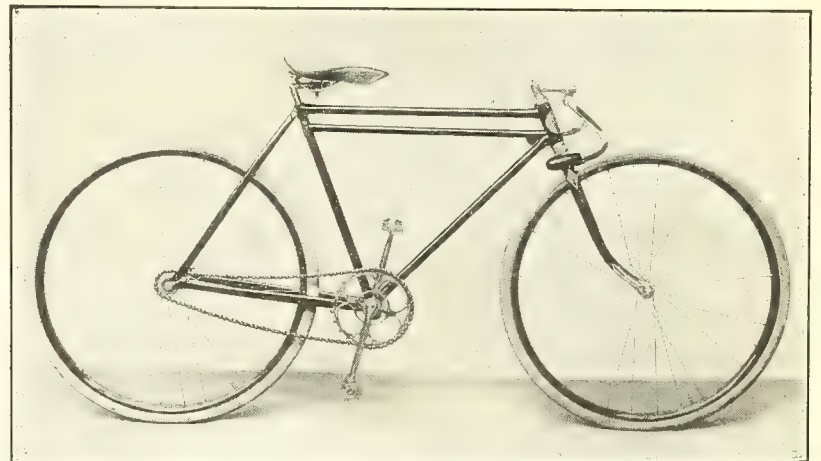
ADLAKE ROADSTER, \$40



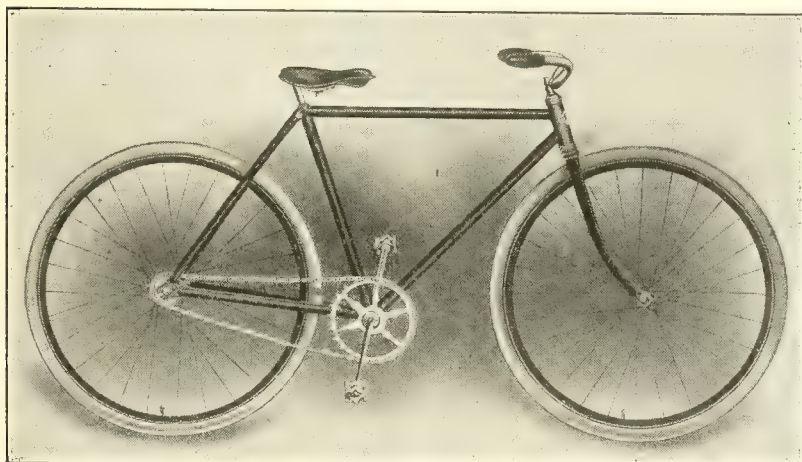
CROWN ROADSTER, \$30



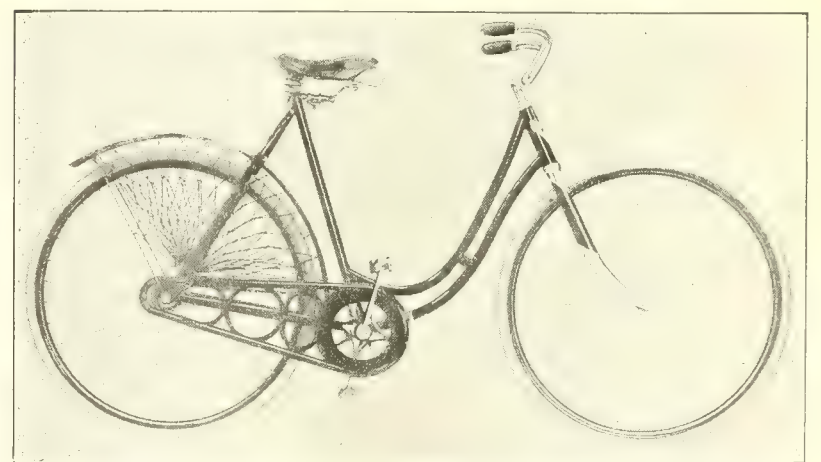
EMBLEM CUSHION FRAME ROADSTER, \$50



EMBLEM TRUSS FRAME ROADSTER, \$40



FAY BOYS' JUVENILE, \$25



IVER JOHNSON LADIES' SPEEDSTER, \$40

equipment is of high quality and includes Hartford, Kokomo, Goodrich and G & J tires, Persons and Troxel saddles, Whitney, Lefevre and Morse chains, and Bridgeport and Star pedals. In addition to the racers, made famous by Champion Kramer and others, the Pierce line comprises a cushion frame, spring fork chainless at \$80, cushion and spring fork chain models for men and women at \$55, and rigid roadsters at \$40,

side joints, a flush joint, cushion frame model, and two racers, one for sprint work, the other for paced racing. These and the \$40 Emblems, one each for man—a truss frame with flush joints—and woman, are distinguished by three-plate fork crowns, dust-proof hubs turned from solid steel and having reversible and interchangeable cones and $\frac{1}{4}$ balls; drop forged cranks and roller chains. Em-

blem of the one-piece type, the other of the two-piece pattern, the latter being used in the \$50 and \$40 models. The reversible or double-faced cones are employed in these hangers as well as in the hubs, their reversibility giving double life to all bearings, cups usually long outlive cones.

The Adlake, priced at \$40, is the leader of the Great Western line (Great Western

Mfg. Co., Laporte, Ind.), the big feature of which is the long famous Fauber one-piece crank hanger. The Crown and the Cyrus, the prices of which range respectively from \$30 and \$25 upward, according

dles are included in the Adlake's equipment, while the Crown has Standard or Genesee pedals and Star or Wheeler saddle. The Cyrus is fitted with Buffalo or Bennett pedals and the Troxel No. 1 saddle.

hanger. This not only greatly shortens the chain, but brings more of the load of the rider over the rear wheel, thereby lightening the weight and strain on the front structure and also, it is claimed, reducing the

Neither Weight Nor Age a Handicap



to the tire equipment, and four juvenile models at \$25 each, round out the line. The Adlake and Cyrus all employ one-inch flush joint frames, but while the first two have three-plate bridge fork crowns, the Cyrus has one of two plates; the Adlake mounts an imported roller chain and the other two American-made block chains. Ideal bars, Bridgeport pedals and Star or Wheeler sad-

The New England racer, a light bicycle built to the order and specifications of J. W. Grady & Co., Worcester, Mass., is a newcomer of the present season, and one designed specially for speed purposes. The distinguishing feature of it is the rear frame construction, in which by shortening the rear stays and curving the seat mast, the rear wheel is brought close to the crank

chances of slippage on the track. The design is claimed to permit the chain to be adjusted as loosely as desired without danger of its "riding" or jumping the sprocket. The frame is of one-inch tubing, with flush joints and mounts the D. & J. hanger and imported roller chain. Star racing pedals, Ideal bars and Persons saddle are included in the equipment.

Coaster Brakes from Which to Choose

Nowadays the bicycle for road use which is minus a coaster brake may be reckoned as little less than half a bicycle. For the coaster brake embodies elements of such safety and pleasure as to render cycling incomplete without its use. No man or no woman can claim to have tasted the full joys of cycling who has not made use of this once-despised and now prized and almost priceless device.

Like the remainder of the bicycle it has been reduced to such a point of finished ingenuity as to require no more, if not less, attention than that which is required by any other part of the bicycle. In common with all things that "go," its mechanism occasionally must be lubricated and kept in running condition. But so long as the parts are given a fair chance they may be relied upon to do their work silently and continuously.

In fact, it is not even necessary for the rider to know the names of the inner parts, nor even their purpose. Made, assem-

bled and tested without effort on his part, they may be relied upon to continue to work in his service regardless of his acquaintance with or ignorance of their very existence.

All the same, experts claim a vast difference between coaster brakes and coaster brakes. That is because they are built by different manufacturers and hence, each has a certain individuality of its own. Just as there are vast differences between good people, so there are equally great differences between good coaster brakes, and the well informed cyclist, like the well-acquainted man, naturally is desirous of knowing what these differences are. He can go as deeply into the science of the thing as he wants, and there is enough of theory involved to keep him occupied in delving for a very long time. But for the ordinary working acquaintance of the ordinary man the essential principles and differences of application in the best known types may be quickly told in the simple language that is easily understood, even by the unmechanical.

A long time ago—a decade more or less seems a long time—the Eclipse Machine Co., Elmira, N. Y., began the manufacture of coaster brakes. In this they were the pioneers, and the Morrow, as it has been known, from that time continued to hold a position of well deserved prominence in the field. For the year 1909, however, a new departure has been made, both in name and in fact. The latest offering from Elmira is called the Eclipse, and it is wholly unlike the Morrow. In shape, size and principle it is different and it is armless, but it was well and thoroughly tested long before it was offered for sale.

Unlike a human being who is maimed, an armless brake is held to be an improvement over one which has the extended lever by which it is held to the frame and kept from rotating with the hub. It has one less point of attachment, and also is thought to exert less strain on the frame than is the case where pressure is brought to bear on one of the fork tubes by a long lever. As showing one direction in which marked improvement is made, it is noteworthy that besides being the smallest brake produced, it is exceedingly light. In fact, it weighs but 27 ounces, as against 42 ounces in some of the earlier brakes. Furthermore it has but eight parts, whereas other brakes have been known to have nearly four times as many.

Structurally, the Eclipse utilizes three important mechanical principles in a very simple manner. The principles are those of the screw, wedge and lever. Their application is this: A screw thread on the driving mechanism causes a small driving cone to be forced into contact with the hub shell when the pedals are driven forward. Consequently the driving part and the hub rotate together as one part. When the pedals are held stationary, friction between the hub and the cone causes the driving part

to back away from its seat in the shell, thus rendering the rear wheel absolutely free of connection with the driving sprocket. Also, when the pedals are driven backward the driving part is moved further away from the clutch seat in the shell, with the result that a wedging action is brought to bear on the end of a little lever piece which is loosely fitted between the edges of a slotted brake sleeve running practically the entire length of the hub. As the end of the lever is wedged over, it has the effect of prying apart the sides of the brake sleeve, with the result that it is expanded against the hub. As the sleeve is held stationary at both ends, because it is clamped rigidly to the forks, the effect of this expanding or swelling action is to bring an enormously powerful braking action to bear on the wheel, and this continues just as long as backward pressure is exerted on the pedals. When they are moved forward again, of course, it instantly ceases.

For the big brother of the bicycle—the motorcycle—there is a special Eclipse, enlarged and strengthened to suit the needs of the heavier machine. There is no conceivable reason why the very same action that serves so good a purpose in the bicycle should not be applied to the motorcycle. So the task of designing and building a coaster brake for this purpose turned out to be comparatively simple, and the results obtained in practice correspondingly gratifying and trustworthy.

A good thing to remember about the Corbin coaster brake is that it is capable of practically unlimited application. That is to say, it is produced in widths to suit almost any sort of frame and chain line design and all sizes and widths of sprockets, while coaster brakes intended for chainless bicycles are a specialty. The Corbin Screw Corporation, New Britain, Conn., takes a big inter-

est in coaster brakes, because it is a big concern and regards all its undertakings from a wide angle of observation.

Most coaster brakes are pretty much alike in the use of a screw and nut arrangement for securing the engagement and disengagement of the driving part and the hub shell. Such differences as do exist are found in the precise manner in which this principle is applied. In the Corbin, for example, instead of having the driver directly connected to the braking device, it is independent of it. The driving action is secured through the engagement of a cone with the shell of the hub, and when the pedals are held stationary the effect is to force the driver back along the screw far enough to release the hub from engagement. The effect also is to engage the braking clutch, which is done by means of ratchet teeth cut in the corresponding faces of the driving and braking members. As soon as the pedals are moved backward, ever so slightly, the braking clutch is rotated by a corresponding amount. This serves to expand a set of three hardened tool steel rings against the hub, thereby securing the braking effect.

Several exclusive features are embodied in the two-speed brake, in which the basic arrangement of parts is the same as with the simpler brake. In addition to the regular driver and clutch are employed a remarkably compact little reducing gear of the planetary type, a secondary or low speed driver and an ingenious "controller." Ordinarily the driving action is as in the ordinary hub. Upon checking the motion of the pedals the braking clutch is engaged in the usual way, so that when the pedals are moved backward the retardation is secured in the desired amount. When the pedals are moved forward once more, however, the high speed clutch is prevented from engaging with the hub because of ratchet teeth which are cut in the corresponding faces

of the controller and clutch. The points of these teeth come into contact, thus preventing the clutch from traveling over far enough to seat, while at the same time, the low speed clutch, which is actuated in precisely the same way, by a driver which is inclosed within the sleeve forming the high speed driver, is brought into engagement with the hub.

At this time the driving action is transmitted through the little planetary gears to the low speed driver, which in this way is made to turn more slowly than the high speed driver. A reduction in speed is thus secured. But if the rider ceases pedaling for an instant the low speed clutch is withdrawn from contact with the hub, while at the same time the ends of the teeth on the controller and high speed clutch are permitted to slip by one another so that as the pedals are moved forward again the high speed clutch is once more engaged. Like the simple hub, the two speed will roll backward, which is a mighty important feature, inconsequential though it may appear.

When a split ring of metal is expanded by wedging apart its ends, it is not absolutely certain that its diameter will increase uniformly, or, to put it another way, it is possible that it may spring out of round instead of remaining true in circumference and enlarging. Recognizing this fact in applying the principle of the expanding ring to the coaster brake, the New Departure Mfg. Co., whose huge plant at Bristol, Conn., occupies over a quarter of a million square feet, long ago adopted the expedient of employing no less than three brake rings, set with "their open ends "staggered" or at equal distances apart around the circumference of the brake drum. Three little "expanders" or cams suitably pivoted and with their working faces interposed between the ends of the rings, serve to expand them equally when the brake is to be engaged.

The uniform distribution of the friction necessary to the braking effort is not the only claim to excellency which may be advanced for this device, however. In fact, to the novice's way of thinking, probably an even greater advantage is that of simplicity. For to him it has but three parts. Other and smaller parts there are, it is true, but they may be assembled into three distinct units, which then go together so obviously that there is no difficulty in "getting the thing together again," after an inexperienced hand has separated all the little pieces of the puzzle and properly jumbled them up before thinking about the difficulty of putting them back into their original positions.

The three units are the driver, the sliding sleeve and the brake. Driver and sprocket go together. That is to say, they always turn as one piece and in consequence whenever the pedals are actuated, either forward or back, and whenever they are held stationary while the wheel is in motion, the clutch sleeve, which is threaded upon the

driver, is governed accordingly. The tendency is for it to be forced to the left or right in the hub, according to the direction of the pedaling effort. But if it rests against either the clutching surface on the interior of the hub shell, or against the brake clutch, which lies within the clutch sleeve at the extreme left of the interior, it ceases its lateral movement and imparts its own motion to the surface with which it is in contact.

In the tandem and motorcycle hubs greater strength and durability is secured through the use of larger and heavier parts. But in the case of the brake, which is recognized invariably as a very important por-



COLUMBIA AWHEEL

tion of the mechanism, a simple increase in the size of the parts is not regarded as sufficient. Instead, the number of brake rings or shoes is just doubled, and from the application of the six independent surfaces an amount of retarding effect is secured which may be confidently expected to stop practically anything that can be trusted to run on no more than two wheels.

Keen-eyed observers always note one more point in favor of the device. The external arm which serves as a lever to transmit the brake reaction to the frame of the machine, is provided with an adjustable set screw. By this means any slack between the arm and the frame may be taken up and a perfectly rigid attachment secured regardless of the size of frame. This provision is applied to both types of hub.

If you pinch the forefinger of one hand between the thumb and index of the other and then try to pull your hands apart you

will find it much more difficult than if you merely press your forefingers together, using the same total amount of force, and then try to separate them as before. That is because in the first instance you get a more uniform application of the force which tends to hold the two hands together than you do in the second. The basic principle involved is utilized to good purpose in the Thor coaster brake and in the braking portion of it, too, which is just where such an advantage counts for most.

In this device, which is manufactured by the Aurora Automatic Machinery Co., Aurora, Ill., there are ten little discs, much like washers in shape, half of which are keyed to the hub shell, while the remainder are fixed and held from rotating. The stationary and movable discs are alternated so that each of the inner ones is gripped between two adjacent ones when the brake is in action. The powerful retardation which is secured by this means is brought about automatically, much in the same way as with other brakes. That is to say, by the transverse movement of a clutch member which in turn is actuated by a worm on the driving member.

When the pedals are driven forward, the driver forces the clutch over into engagement with the shell in the ordinary manner, except that the seat of the clutch in the hub is very close to the supporting bearing, and hence there is small likelihood of springing the shell or of unduly straining it. Stopping the movement of the pedals causes the clutch to back out of engagement, and this action and the subsequent engagement of the brake is further assisted by the action of springs, which press against the clutch seatings and tend to retard the movement of the clutch member with regard to them.

Back-pedaling forces the clutch member over into engagement with the braking cone. This member is really a secondary clutch in action. For besides coming directly into contact with the faces of the stack of washers, or more properly, the group of discs, and thereby squeezing them together very forcibly, it engages with a conical surface in the hub shell, thereby increasing the frictional effect which otherwise would be secured. As is commonly the case, alterations necessary in the design in order to fit the mechanism for use with power-driven cycles are confined chiefly to the strengthening up of the parts and the increasing of the brake area to a point where the heavy braking effort may be absorbed without disproportionately wearing away the parts.

"The Armless Wonder" is well named, because it is remarkable that so simple a contrivance should have been conceived, designed and built years after the greater part of the coaster brakes now on the market had been doing effective service—and still be different from them. It is only a couple of years since the Miami Cycle & Mfg. Co., Middletown, Ohio, commenced

the apparently difficult undertaking of introducing to the cycle trade a new coaster brake in the shape of the Musselman. Up to that time the arm attachment had been considered a necessity, so that the novelty of the name and the novelty of the mechanism went together very appropriately.

All there is to it is a shoe and clutch—that is, all that plays a really significant part in the operation of the mechanism. The clutch, as in all coaster brakes, rides loosely upon a worm or driver which moves with the sprocket. According to the direction of sprocket travel, the clutch is moved to the right or left, in consequence of which it is brought into engagement with the clutching surface of the hub, freed from it, or driven back far enough to cause the engagement of the brake, as the case may be. The latter function is accomplished through the medium of a rather large wedge, which on occasion is thrust into the V-shaped opening in the side of the braking sleeve, occupying a large proportion of the interior of the hub. Wedging apart the sides of the sleeve, of course expands it into contact with the hub shell, and because the left end of the sleeve is engaged with the fixed cone upon which the hub bearing runs at that end of the device, it cannot rotate, and so exerts a dragging action upon the hub, thus securing the braking effect.

Particular ingenuity is displayed in the design and method of attachment. It carries direct provision against accident in the remotely possible event of one or both of the axle nuts becoming loosened or lost. With the simple construction employed in the old-fashioned plain hub, such a contingency might cause the wheel to jump out of the forks due to their spreading. But with the arrangement employed in the Musselman brake this is impossible, because the very braking action tends to draw up the axle nuts.

Wear results from the frictional engagement of moving parts, and as wear means

loss of adjustment, it is quite essential that provision be made to compensate for such a loss, which is to say, that the Forsyth Mfg. Co., Buffalo, N. Y., have taken pains to allow the rider to readjust his brake as often as he likes and with a minimum amount of difficulty. It may be done without removing the wheel from the machine, merely screwing the axle in one direction or the other by means of a slotted end into which a screwdriver may be fitted. The test of perfect adjustment is that the driving clutch engages properly when the machine is being ridden, and that in coasting no friction other than that of the bearings is developed.

A driving worm, over which a nut having two conical faces is run, constitutes the automatic element in the mechanism. When the nut is moved toward the right, as is done whenever the pedals are driven forward, one of the conical faces engages with a corresponding face in the hub shell, thus causing the driving wheel to rotate at the same speed as the sprocket. When pedal action is checked, the clutch automatically backs out of engagement with the hub thus affording the free wheel relation. Correspondingly, when the pedals are backed very slightly, the cone, which already has engaged the interior face of another conical member, drives the latter toward the left, thereby applying the brake. The brake, in this case, is a very large cone, held from rotation by means of a feather which engages a corresponding slot in the fixed bearing cone, and at the same time forced over toward the right end of the hub by means of a spring. This provision safeguards the brake from dragging when the machine is being ridden in the ordinary way. An internal conical surface on the inner or left hand end of this cone, is designed for the engagement of the clutch member when the latter is driven into the neutral position by the action of the pedals. As the brake cone occupies practically one-half of the interior of the hub, it is evident that great

braking power is capable of being developed.

Simple as is the principle, it is not always readily appreciated that the cone is merely a form of wedge. This being so, the well known mechanical advantage of the latter is utilized to full advantage in the cone. As applied to coaster brake construction, therefore, the amount of gripping effect secured by forcing an outside cone into its mate must evidently be very great. Full advantage of this principle is taken in the case of the Atherton, in which the brake cone is very large, and is forced over into its seat in the hub when back pedaling is set up by tremendous leverage, because of the advantage gained in the screw thread or worm which is cut in the face of the driver.

Threaded over the inner end of the driving sleeve and held secure by means of a lock nut, this worm is compelled to turn in unison with the pedals. Its motion causes the nut to work back and forth across the hub in accordance with the direction of pedal movement, throwing the latter in turn, into engagement with the hub shell, or into corresponding relation with a seat which is turned in the interior of the right hand end of the brake cone. As this cone is anchored to the frame of the bicycle by means of an arm which is set over a flat sided projection at the outer end of the cone, it is prevented from turning, and its engagement with the shell at once produces the braking effect.

In common with other devices of its class, the Atherton runs on ball bearings, whether driving free, or braking, and except in the latter condition, it is free from friction when properly adjusted. When braking, naturally the friction developed is proportional to the pressure which is applied to the pedals in the backward direction. The hub may be readily dismantled and taken apart, and the elements are so designed that they will go together again in but one way—which is the right way.

Tires and Their Various Types

Ask the average man what a bicycle tire is and the chances are he will reply in this wise;

"A bicycle tire? Why, it's a rubber tube filled with air."

True enough, in a way, but how few persons know anything about the construction of that little "rubber tube filled with air" that revolutionized the bicycle industry and made riding a comfort and delight instead of the bone-shaking, nerve-racking arduous labor it was before the introduction of the pneumatic tire some twenty-three years ago. The average man does not reason the why or the wherefore. He only knows that a tire is a "rubber tube filled with air," for which he has paid a certain sum of money, and in the exchange for which he expects to add comfort and speed to his mount, to

stand up under any and all circumstances, and to be everything that and more than the manufacturer claimed for it.

To the man whose knowledge of the making of tires is limited, and of the hundreds of thousands of bicycle and motorcycle riders, the percentage must be appalling were statistics available, a careful perusal of the catalogue of the Hartford Rubber Works Company is a liberal education in itself. As the Hartford product long has been known as "the tire with the doubt and the risk left out," the interesting information contained in that catalogue essentially is educational and correct.

How many persons know even in a vague sort of way what seemingly innumerable processes a piece of crude rubber biscuit as it comes from the Para tree must under-

go before it is converted into a complete tire ready to inflate and ride? Not many. The Hartford Rubber Works Company's catalogue tells in an informing way how the crude rubber biscuits are first steamed and softened for two or three hours in vats of hot water before they are rolled into massive sheets of rubber. These rough surface sheets which "look like something between an alligator skin and a heavy Turkish towel" are hung on racks in a drying room until the moisture has entirely evaporated, which process requires usually from nine to twelve hours.

From the drying room the sheets of rubber are taken to the mill room to be crushed and rolled and compounded with various minerals necessary to proper vulcanization, the process changing the color of the rub-

ber from black to gray. Massive calender presses then roll the dough into long sheets ready to be cut into the desired widths for the tires into which it is to be made.

The differences in fabric also is graphically illustrated in the Hartford catalogue, and then the process of vulcanization also is dealt with—the process which effects the chemical change in the rubber that gives it wearing qualities. The tires then are put into iron molds, placed under hydraulic pressure and the hot steam keeps the temperature a steady 25 degrees. After being kept under compression the proper time, the tires are placed in a steam dryer until the hot air absorbs all the moisture, when they are ready for the consumer.

The pride of the "Hartford family" of single tube tires is of course the No. 80,

Making only a few brands, but making them well, long has been the policy of the Kokomo Rubber Company, Kokomo, Ind., which for about twelve years has changed neither the name, compound, formula nor method of manufacture. The reason readily is given—it has not been found necessary. But two grades of tires are made by this company—the Kokomo Defender Special and the New Oxford—but the concentration of all its efforts upon these two brands has enabled the company to make them right and maintain the same standard for years. The Kokomo Defender Special is made in road, tandem, sulky and cactus weights, the other tire, the New Oxford, being designed to sell at a more moderate price. Either smooth or corrugated treads are supplied, as are juvenile sizes. Naturally, inner tubes

Wright bicycle tires so well and favorably known equally is applicable to their motorcycle tires, which are made in all sizes for double clincher rims in corrugated, basket weave and Bailey treads, and single clinch rims in the basket weave tread.

The G & J Tire Company, Indianapolis, Ind., has attained its eminent position in the tire world not only through the detachable double tube bicycle tires, which it has manufactured for a generation, but also by reason of the production of tires which have assisted in making during later years motorcycle reputations. There are three types of the G & J molded double clincher motorcycle tire—corrugated, Bailey and basket weave treads, and the same sizes are to be had in each pattern, viz: 26, 28 or 30 inches



FAR FROM THE CITY'S CROWDED STREETS

made in diameters of 24, 26, 28 and 30 inches. The No. 80-H, which is the same in construction except that it has an extra thickness of rubber on the tread, is furnished only in 28-inch sizes of $1\frac{3}{8}$, $1\frac{1}{2}$, $1\frac{5}{8}$ and $1\frac{3}{4}$ inches. The No. 80-E-H is like the other, except that it has a corrugated tread; it is to be obtained in the same sizes as the No. 80-H. In the Hartford 77, which is the standard, and its heavy and extra heavy cousins, a great variety of sizes is obtainable, ranging in diameters from 20 to 32 inches and from $1\frac{1}{4}$ to 2 inches in width. In these three types of the No. 77 there are no less than forty sizes. In the Hartford 70 which is a favorably known road tire for rough usage, there are fourteen sizes. In addition to all the aforementioned there are three sizes each of the Hartford 50 and Hartford 50 Thick Tread, thirteen sizes in the Juvenile; the Thorn tire in three sizes and the Thick Tread in two sizes; the Flexible, the Cushion, the Raritan, the Raised Tread in smooth or corrugated, to say nothing of the Dunlop detachable double tube tires, in five brands and 32 sizes. The Hartford Rubber Works Co. catalogues a total of 157 sizes of tires and in no less than 21 types—truly an almost bewildering assortment.

play an important part of Kokomo industry and another item of manufacture designed to make the burden of tire repair almost nil is a tire repair tool, styled the Kokomo Korker. A new product is the Kokomo motorcycle tire, in which the same standard of excellence is maintained. The tire is designed for a clincher rim and has a tread designated as the gridiron.

Perhaps no phrase in the English language—at least not in the lingo of the bicycle industry—has become more of a household phrase than "Morgan & Wright tires are good tires." The appellation is well deserved, for coming upon the market at a time when there were lots of tires that were not good tires, Morgan & Wright products attained a prestige that has enhanced with the increasing years. Both the double and single tube types are furnished in smooth or corrugated treads in every variety of size, in the double tube tire sizes as small as 14 to 16 inches being obtainable. The M. & W. Cataplara heavy smooth or corrugated tread tires are obtainable in practically the same sizes, and the same may be said of the special Juvenile single and the smooth tread pneumatic cushion. The catch phrase that has made Morgan &

by $1\frac{3}{4}$, 2, $2\frac{1}{4}$ or $2\frac{1}{2}$ inches. The raised tread tire also is available in the same sizes and in addition to its regular endless tubes the company is producing the G & J socket joint tube, which enables the rider to remove it without disturbing the rear wheel. The socket joint tube is made in sizes of 26 and 28 by 2, $2\frac{1}{4}$ and $2\frac{1}{2}$ inches. In bicycle tires the G & J Tire Company makes double tube clincher tires in road, heavy tread and tandem weights in 20 sizes for the former two and 13 for the latter.

Since the Goodyear Tire & Rubber Co., Akron, Ohio, reversed its policy and began placing its own brand on its tires, and making nothing but quality tires, the results have been apparent. The Goodyear line is varied and complete, but the Pathfinder is the tire that has earned the greatest fame and, incorporating only new rubber and plenty of it, and Egyptian fabric, its reputation is deserved. The Goodyear wrapped tread single tube tire is another member of the family that has commanded no small notice and sale. It is made on the layer or "built-up" plan employed in the construction of automobile tires and is not only a strong, durable and high grade tire, but is one that is capable of being retreaded.

The Pilgrim is another popular Goodyear brand. The Goodyear motorcycle tire has but just made its appearance. It is, of course, of the detachable double tube clincher pattern and is full of the same quality that has served to revitalize the Goodyear line of bicycle tires. Inner tubes also are included in the productions of the company.

Four types of motorcycle and seven of bicycle tires are produced in the extensive factories of the Pennsylvania Rubber Company, Jeannette, Pa. In motorcycle tires there is the new flat tread, somewhat heavier than in the ordinary run of tires; the corrugated, basket weave and steel-studded, non-skid treads. The first named three are to be had in six sizes—26 or 28 by 2, 2¼ or 2½ inches, while the steel-studded tire is made only in four sizes—26 or 28 by 2¼ or 2½ inches. The bicycle tires, with the exception of the Pennsylvania Special in sizes of 28 by 1⅜ and 1½ inches, essentially are the same as formerly, embracing the Armor Tread, Cactus No. 30, Pennsylvania 30, red or gray; Pennsylvania 20, Pennsylvania 10 and Special, in a wide range of sizes for nearly all the makes.

In many respects the Diamond bicycle tires are not inaptly named. They are of-

fered by the Diamond Rubber Company, Akron, Ohio, in eleven brands of tires, seven of which are guaranteed. There is the Diamond Thread, light and resilient for fast work, and the Kim, a heavier tire for all around service, both in smooth tread only; the Ixion, built upon the same lines, but lighter than the Kim, in either smooth or medium corrugated treads; the Diamond Puncture Proof with raised tread; the Diamond Cushion Pneumatic; the Unicorn Puncture Proof; the Diamond 400 Tandem, in smooth or fine corrugated tread; the XX, in smooth or coarse corrugated tread only. The Diamond 1920 is a guaranteed double tube tire, although a cheaper double tube article is made—the Niagara—ranking with the XX in the single tube line. It goes without saying that all sizes in both single and double types are furnished.

The Empire Tire Company, Trenton, N. J., is another manufacturer that has applied itself to motorcycle tires and to good purpose. Its productions "stand well" and are recognized as full value. In corrugated tires the Empire is made in sizes of 26 by 2¼ and 2½ inches and 28 by 2, 2¼ and 2½ inches, and the Bailey tread in 26 and 28 by 2¼ and 2½ inches, while the Empire raised tread molded tire, in addition to the ordinary sizes, has a 2¾ inch size in either

the 26 or 28-inch diameters. Besides its regular gray and red rubber endless tubes, the Empire company is this year making socket joint tubes in either gray standard weight or Peerless red, extra heavy. The Empire company also has been quick to read the signs aright and, as a result, was the first American concern to produce and market a rubber V-belt.

Although designed principally for use on two cylinder motorcycles the Lockport twin cylinder traction-tread tire does not detract from its value as regards singles. On the contrary, the manufacturers—the Lockport Rubber Co., Lockport, N. Y.—claim that as it particularly is good for twins is equivalent to say that as a tire for singles "it is in a class by itself." The non-skid tread consists of prominent ribs, moulded in the tire and which extend unusually far up the sides, their length and arrangement being such as to afford traction not only on straight roads, but in rounding curves; the thickness of the rubber on the tread is another feature to which the makers direct attention. The Lockport company is a producer of bicycle tires also, but does not sell them to riders or retailers, the output being taken by manufacturers and jobbers and marketed by them under special brands.

Houses that Carry Large Stocks of all Supplies

While jobbers, that is, wholesalers, may not hold much direct interest for the rider, they are of very vital concern to the dealer and repairman, to whom they frequently prove valuable allies. They are the men who carry the large and varied stocks and who are promptly able to meet the demand of the dealer for one or a hundred articles of as many different brands—a fact that saves time and express charges and simplifies purchases and bookkeeping to an appreciable degree.

There are few of the large jobbing houses who do not carry in stock any and everything that can be of use to the dealer and repairman. Their catalogs are veritable encyclopedias of the industry and quite apart from the standard goods which they list, many of the jobbers carry their own special brands, usually of bicycles and tires.

To attempt enumerating all the articles that are to be found in the stock of the large jobbing establishment would be an almost impossible task; it is sufficient to say there practically is nothing for which the retailer and repairman has use that is not stocked by the New York Sporting Goods Co., New York, in either bicycle or motorcycle supplies and accessories. Not only does this large company carry in stock all standard goods, but it specializes in several lines, two of its popular price tires being the "Dreadnaught Traction Tread" and the "Nassau A 1." In addition to being

wholesale distributors for the well known Hudson bicycles the New York Sporting Goods Company exploits the Victor and the Expert, two medium priced bicycles, besides several other machines bearing its trade mark.

What has been said about the New York Sporting Goods Co. is largely true of the well known houses of the big Excelsior Supply Co., Chicago; J. W. Grady & Co., Worcester, Mass., the G. W. Nock Co., Philadelphia, the Wilson Trading Co., of New York City; the Sidney B. Roby Co., Rochester, N. Y.; the Boston Cycle and Sundry Co., Boston, and the Hearsey-Willis Co., Indianapolis, Ind.

The Excelsior Supply Co., besides manufacturing motorcycles and bicycles, carries its own brand of Century tires, in three grades—puncture proof, tough tread and two ply roadster. J. W. Grady & Co., Worcester, also exploits two special brands of tires—the New England thorn proof and New England No. 10, the latter a raised tread tire. In addition to acting as New England distributors for the Hudson bicycles, Grady & Co. handle several bicycles under their own nameplates, one of them, the New England racer, being built specially for sprint racing and incorporating several new wrinkles.

In the stock of bicycle and motorcycle sundries carried by the Sidney B. Roby Co., Rochester, N. Y., they likewise have

a tire leader—the New Black Diamond single tube. Tires also have been the "long suit" of the Boston Cycle & Sundry Co., of Boston, who this year are offering the Colonial, American Roadster, Trinity and Federal brands. This company also markets the Lincoln bicycles in men's, women's and juvenile styles.

Although dealing largely in sundries for both the bicycle and motorcycle trade, Hearsey tires long have been the specialty of the Hearsey-Willis Co., Indianapolis. A wide variety is offered including the Hearsey 666, made in two sizes of flat tread grey rubber only; the Hearsey 777, the Hearsey tough tread, and the Hearsey '09, in many sizes in both grey and red rubber. The company also markets a cheaper priced tire named the Indianapolis, as well as a line of inner tubes for practically all tire sizes.

F. A. Baker & Co., New York, besides acting as distributor for the tried and true Pierce bicycles, market a bicycle built especially for the requirements of a low-price class of trade; it is called the Queen City; Indian tires also are a Baker specialty. The Baker firm is so deep also in the motorcycle business that it issues a special catalog of motorcycle supplies. The F. B. Widmayer Co., New York, is another concern which issues a motorcycle catalog which includes not only standard accessories, but a number of useful sundries of Widmayer invention.

Touring; the Joy of it



By VICTOR L. GLOVER

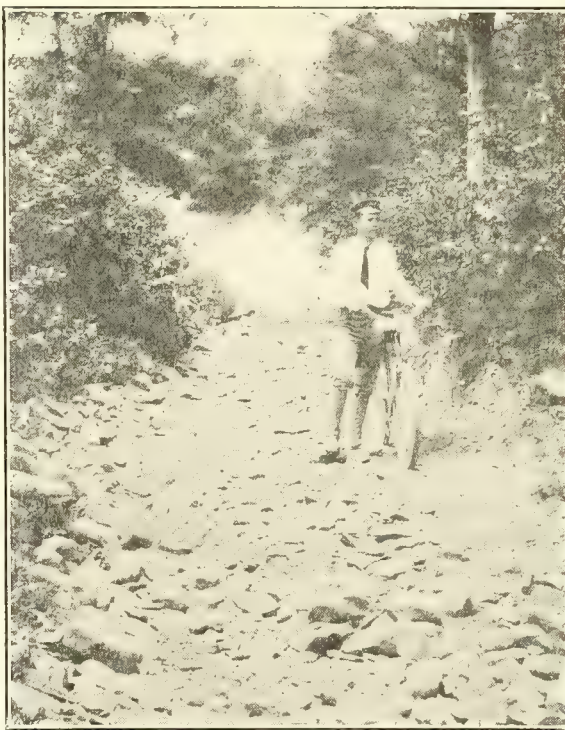
With the recurrence of the spring season there comes the anticipations of week-end outings and vacation tours, together with the pleasures and perplexities of planning how best to take advantage of such leisure as the summer is expected to afford. The solution of the problem is not difficult to one who undertakes the joys of cycling. For any others the first step toward one of the most satisfying solutions is to become a cyclist.

The bicycle carries an open sesame to avenues of enjoyment unknown to the ordinary tourist. When not employed in carrying, it easily can be carried. It will traverse paths closed to other vehicles. During several seasons my summer outings have been devoted to cycling tours and in my estimation there is no other pastime that affords so much real pleasure with so few drawbacks and such small outlay. The simplicity of it appeals to me and I envy neither the horseman nor the motorist. There is no weary animal to worry about; no machinery to perplex; no license to produce; there are no matters of fees, fuel, stable or garage to give concern. It is all fun—carefree fun with naught but one's inclinations to direct it. One may go where he will, stop when he will, travel fast or slow, and enjoy at night a refreshing sleep as the fruit of a day of exercise and recreation. There is something wonderfully fascinating in cycling, considered in itself alone, without regard to the long and interesting trips which it makes possible. The easy gliding over the road, literally riding on air, is rare enjoyment.

In addition to all its other merits cycling is the most economical means for making an excursion or a tour, excellent machines now being available at prices within any ordinary individual's reach, while traveling expenses are practically nothing—rarely exceeding, if at all, the customary expenditures of every-day life.

But it is by personal experience that the joys of cycle touring can be set forth intelligently and for those who have not had it the most enlightening thing in the world is that which can be told by the man who has viewed the land a wheel. Nothing that I might be able to add to what already has been said could emphasize more fully what I have tried to set forth than an account of my experiences during a trip made last summer, starting from Inwood, a little ham-

let in West Virginia lying in the historic Shenandoah Valley, midway between the cities of Martinsburg and Winchester, to Elyria in northern Ohio. I rode a ninety-three gear Racycle Pacemaker, equipped with a Morrow brake and detachable tires; and on the springs of the Persons saddle I fitted a steel camera and luggage carrier of my own design so as to give my camera the benefit of the springs. My luggage was



THE AUTHOR ON AN ALLEGHENY PATH

light including only a few necessities and encased in an oilcloth covering that I might have a dry change in case I was caught in a shower.

With everything in best of shape, I and my cousin who was going only part of the way, on a bright Monday in June slowly wheeled out of Inwood; traveling the broad smooth pike to Winchester, and, turning west at that point, we followed the Northwestern Grade, the road which General Braddock in his famous march to Duquesne followed to Fort Cumberland. In studying the first part of my route, I found that our state contained many natural curiosities in the eastern section, and, of course, I wanted to see some of them; so, after following the Grade for some twenty-five miles, we turned sharply to the north to the North River Road. The river was quite low, much to

our satisfaction, for, as there were but few bridges over its numerous crossings, we were compelled to wade several of them.

The country, broken into numerous spurs and rough ridges, presented a very pretty mountain scene, but afforded poor roads. After about two miles, however, we came upon something that really stirred our blood. It was a freakish sort of mountain styled the Devil's Backbone, and its name fits it well.

We had left the river, and, after climbing a long rise, came suddenly out upon this Backbone. It almost took away my breath, far away ahead of us stretched our road; but it looked as though suspended in the air. Upon investigation, we found that the road which was just wide enough for the passage of a single vehicle, ran along on the crest of a ridge, the sides of which dropped almost perpendicularly to the river nearly a thousand feet below. Mind, the river was on both sides, and although a few trees grew on the side of the ridge, a tumble over the bank would mean certain death. The road led gradually down to the narrow valley, and here we discovered that the river wound around the point of the Backbone and kept close to it on each side.

Across the river we beheld another peculiar mountain, rising from the very river bank. It appeared to be a ridge formed of loose stones, ranging in size from that of a man's fist to rocks weighing perhaps a ton. They were destitute of earth or growth of any kind, except a fringe of trees along the top, and looked as if piled onto this huge ridge by the hand of man, although such a thing was out of the question. This was our first glimpse of Ice Mountain, for such was its name, but we were to learn much more about it. A narrow path led up from the river and south along the foot of the mountain. We followed this for perhaps a hundred yards, when suddenly we came upon a rotting old tumbledown house. What could be gloomier than this abandoned home in such a setting, lit by the slanting rays of a descending sun? Further up the path, we noticed several small caves in the rocky mountain side, extending inward only about fifteen feet.

Peering into one of these, I was startled by an icy current of air striking my face. We found that these strong currents of cold air issued from all of these nooks,

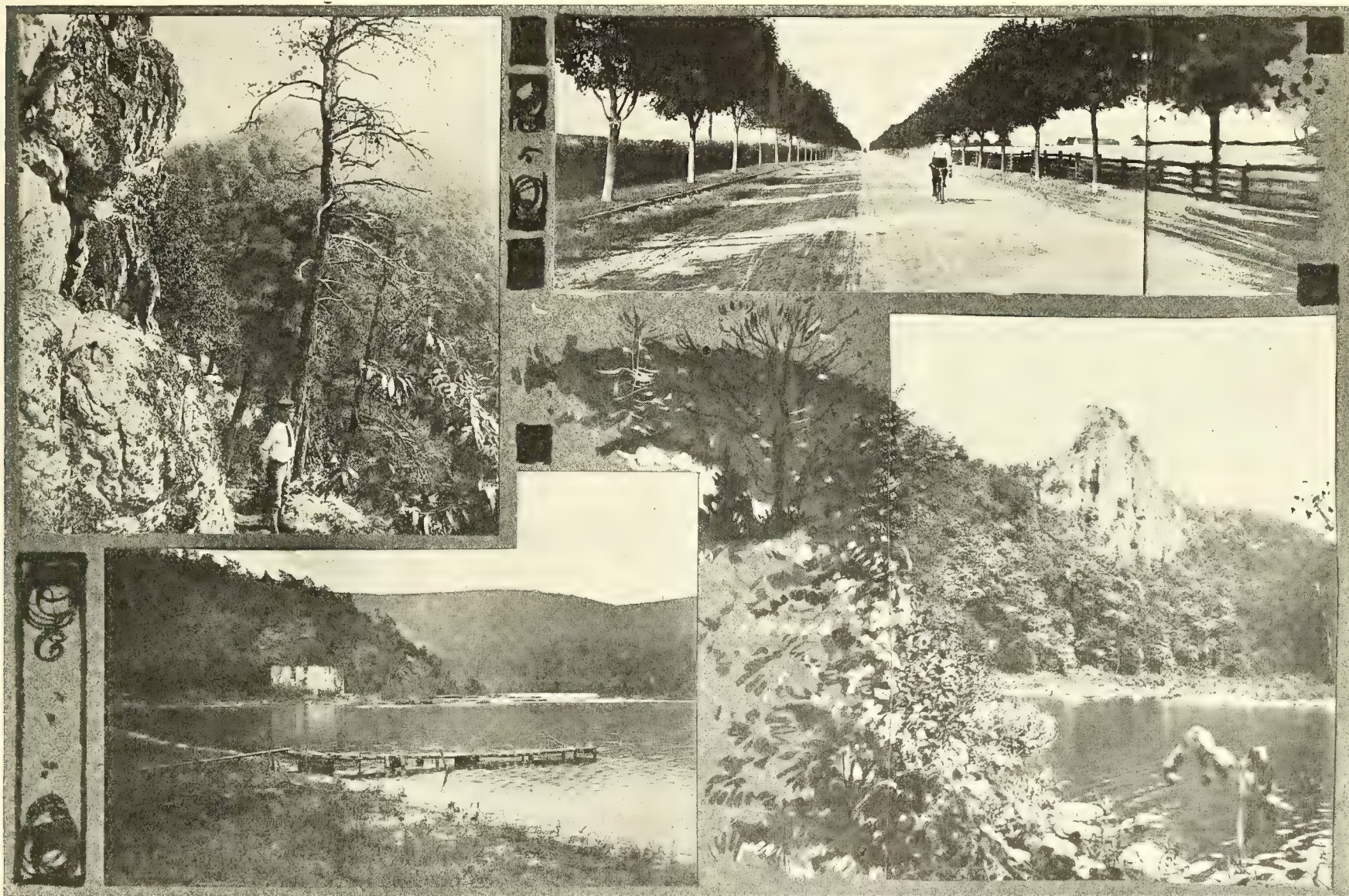
coming, as it seemed, through the space left by the loosely piled rock; but at no other place did we find these draughts. The weather was extremely warm, the thermometer holding at ninety-eight degrees, but all around on the sides of these shallow caves hung small icicles, and old leaves were white with frost. Wishing to further test this strange phenomenon, I dug around in the leaves on the floors of the openings, and what did I find? Ice! and plenty of it.

At the end of the path, a crystal stream

North River seven times within seven miles. It was in crossing one of these fords that my cousin, an Ohio boy, learned his first lesson about the delusive clearness of mountain streams. Of course, we had to wade, or at least that was what I proposed; but he thought differently. The ford we had come to was not very wide, perhaps thirty feet, and the bottom was covered with small stones. The water was of crystal clearness but experience had taught me that such streams are deceptive. I sat

his head to look around, but, at that moment, the front wheel of his bicycle collided with a big rock, and over went cousin with a grand splash. After laughing until my sides ached at the ludicrous object on the other bank trying to wring his clothes into condition for wear, I removed my shoes, shouldered my machine, and, casually wading across, I was ready to start long before he was, and in much better temper.

At sunset we were gliding down into a



PATH ON FACE OF COTTEY'S CASTLE
RUINED BLAST FURNACE AT BLOOMERY

WHERE THE GOING WAS GOOD
COTTEY'S CASTLE FROM A DISTANCE

of ice cold water gushed from a fern-wreathed opening in the rocky wall—water fit for the gods. Each of us had a camera, but the mountain was so obscured by the tall trees along the river, that, try as we might, we could get no picture that would do it justice.

Reluctantly leaving the sombre icebox, we followed the river. For the first three miles the road was rough and crooked, but afterward it followed close to the base of the ridge to the left of the river, and was very much better. This smooth stretch of four miles is cut out of the side of the ridge, and is so narrow that at but one point in the whole four miles can vehicles pass each other; and yet it was well traveled.

From Ice Mountain to the place where we put up for the night, we had to cross

down to remove my shoes, but my companion made light of the procedure.

"Why," said he, "I will ride right through such little puddles as that every time; it is not up to the pedals."

"All right," I replied. "Go ahead and you'll get a tumble for your pains."

And into the "puddle" he went; he got along very well at first and I had begun to think the joke was on me, when, as he got near the middle of the stream, he found the water much deeper than he had thought it to be; and, in wriggling about trying to find a shallower place, he turned straight down stream. The water came up to the pedals—to the sprocket—to the hanger—his feet coming down into the water with slosh! slosh! He was plainly bewildered, and was heading for really deep water; so I cried out a warning. When I yelled, he raised

short valley, hemmed in on every side by towering mountains. The grim old Bear Garden rose high on the right, while the mountain on our left presented to the valley an end so square as to appear sliced off. From the summit and out over this end hung a mass of rock like the nose on a face. It was a fearful picture and an awe-inspiring one. In this little valley lay what is the nearest to a dead town, that it ever has been my fortune to look upon. All along the road, from the descent into the valley to the town, we found house after house, empty and deserted. The ruins of a once busy blast furnace, now almost hidden by tall trees, stood back from the road. Everything was the same—abandoned and decaying. The village, known as Bloomery, was but little better. Two mills, tumbling down and silent, stood back against

the mountain; gates were down and yards overgrown with tall weeds, while the few remaining people seemed not to care.

We chose the best appearing place to stay over night, and here we were agreeably surprised. The people, though plain mountain folk, were hospitable, and furnished an excellent meal. After such a strenuous day's riding, a supper of ham and eggs tasted good to us.

Early next morning, we left for another point of interest—Cottey's Castle. Leaving Bloomery, we proceeded to Forks of Capon, and, crossing the Big Capon River, climbed to the top of the mountain, the square face of which had attracted our attention at the village. It was a circuitous route of something over four miles, but the reward proved well worth the climb. Nearing the summit, we could distinguish nothing because of the dense growth of laurel, but when we at last reached the very top a most beautiful sight met our gaze. Immediately in front of us loomed Cottey's Castle, a gigantic mass of rock rising in a perpendicular line from the banks of Great Capon to a height of a thousand feet, and standing nearly three hundred feet above the mountain. After you know the tradition accredited to the castle, you can imagine why the first sight of this stately monster inspires awe and admiration. It is huge and highly impressive, but the photographs do not show it as such. Several trees grow on the top of the rock, some as large as 15 inches in diameter, but the pictures hardly show them at all.

The rock is on the east side of the mountain. On the north side of the Castle a narrow path, 100 feet from the top, leads from the mountain around to the face of the rock, and ascends at a stiff pitch to a six foot platform on the outer corner. This path ranges from two to six feet in width, and has nothing to prevent the walker from tumbling to the river 900 feet below, if he makes a false step. The platform at the end of the path is only about 30 feet from the top, and upon it has been placed a rickety old ladder by which the more adventurous may go to the top of the Castle; but it takes nerve to climb that ladder.

Imagine yourself climbing a ladder merely placed against the face of the rock a thousand feet above the valley. It is not as easy as the saying. I tried it twice and came back, but I was not to be denied and on the third trial, up I went. The view from the top, commanding the valley on each side of the mountain, I count the grandest spectacle I ever have beheld. Majestic mountains are in every direction, all peculiar in some way or other. The one opposite the Castle on the east is of white sand rock. Through the valley which suddenly narrows below the Castle, the Capon winds its way like a silver thread.

You may be wondering why this big rock is called a castle. Know then that in the early pioneer days there lived in a little hut at the base of this very mountain, hardly

a quarter of a mile from the rock, a sturdy frontiersman of the name of Cottey. One day the Indians made an attack upon his cabin, but he escaped and made his way to the rock, closely followed by his enemies. Not knowing of any other means of escape, he ran out to the path, worked his way around the face of the cliff until a sharp turn revealed to him a niche in the rock just large enough for him to stand concealed from any one on the path. Presently one of the savages appeared; instantly Crottey, with his rifle, shoved him off the cliff. Others to the number of ten came around, only to be pitched to their doom in the river below, each one ignorant of the fate of his companions. The others of the party, discovering what was going on, retreated, and Cottey held them at bay until help arrived from a neighboring fort. Hence the name Cottey's Castle.

Turning out wheels southward from the historic old rock, we made our way back to the Grade, coming out upon the top of Cooper's Mountain. At this point I was forced to bid my companion adieu and finish the trip alone. There may be those who fancy that this meant a lonely and joyless vacation; but not so. Of course, a good companion is much to be desired, but let me add that a poor one is sure to spoil the trip. In all my touring I have found only one with whom I cared to make a long trip, the one of whom I speak in this writing. Alone one can see just as much and I believe things appeal to him with greater force and interest; he can go as fast or as slow as he chooses; there is no need to wait for "the other fellow," or, if he desires to stop to view some attractive scene, or to take a little sidetrip to some curiosity or place of interest, there is none to object or argue.

With a regretful farewell to my cousin, I turned west and went shooting down Cooper's Mountain on my way to Romney. At six in the evening, I came in sight of the quaint little old town, quietly reposing amid the mountains on the south branch of the Potomac. Its situation has made it a center for those who wish to sample the best of mountain air, and to enjoy the most picturesque scenery afforded by the Alleghenies.

After passing the night at Romney's one hotel, I got astride my bicycle and coasted down a steep S shaped grade to the Potomac. Turning around the big mountain at the west, I found a natural gateway—Mechanicsburg Gap—with perpendicular sides several hundred feet high, leading out of the South Branch valley. As soon as through the Gap, I left the Northwestern Grade, turning right on my way to Frostburg, Md. My guide book did not call for a change of route here, but I thought I would try a short cut. I made the cut and I was sorely fooled, for, expecting to find it 15 miles, I found it 42; but fortunately most of the road, though hilly, was good.

It was on one of these hills that finding the road as smooth as macadam, I was tempted to do some speeding. On either side the road was hedged in by bushes, while in the fence corners were growing the most luscious blackberries and wild raspberries. After a feast of these, and while feeling quite happy, I "let her out" for a little speed, which was made the more exhilarating by the nearness of the flying bushes. Down, down we dropped, going faster and faster as we went, until suddenly some innocent chickens scratching in the road, espied me coming. Away they went right down the middle of the road, frantically flapping and squawking. Here was a chance for a little extra fun, so I kept them going at a fine clip, doubtless enjoying their effort more than they enjoyed it. Presently, as we rushed along, I caught sight of a little cabin stuck up at one side of the road and a little youngster playing in the center of the road. I applied brake, so as to give him plenty of time to get out of the way, but just at that moment the mother, catching sight of the madly fleeing flock of chickens, pursued by some sort of demon on wheels, dashed out and caught her loved one by the collar and literally threw him into the yard, out of harm's way. From the fear of bicycles prevailing at that place, I judge they are seldom seen there.

A few miles further, as I was passing another miniature home upon a bank, more evidence of the unpopularity of cyclists in that territory was shown by the pet Towser rushing out at me with evil in his eye. Not caring to have him try his gold teeth on my calf, I applied brake and got ready to give him the time of his life. Just as he opened his hungry mouth to help himself to a tender piece of my meat, I panted my old grid-iron toe under his chin with such determination as to send him turning twice end over end. Instantly he remembered a happier hunting ground elsewhere.

Such good luck in disposing of road nuisances always raises my spirits a notch or two. However, they dropped a few degrees before I reached Frostburg. My breakfast had been light, and the hills were telling on me. At Cresaptown, Md., I struck a heavy grade, which continued up to Frostburg, making a climb of eight miles at one stretch. When I got to the top, I was as near to being "all in" as I ever was on any trip.

Once in town, I proceeded to hunt up a place where I could "fill up." As I was seeking it, I was hailed by a pleasant faced butcher, who, realizing my condition, put my machine in his shop and directed me to a lunch room a few doors away. Here I got what seemed to me the sweetest meal I ever put tooth to. I found this genial little butcher to be a veteran cyclist and certainly he proved an example of the good fellowship of cycling. When I was ready to start, after having spent a couple of hours with him while resting up, he had a package of sausages done up for me to

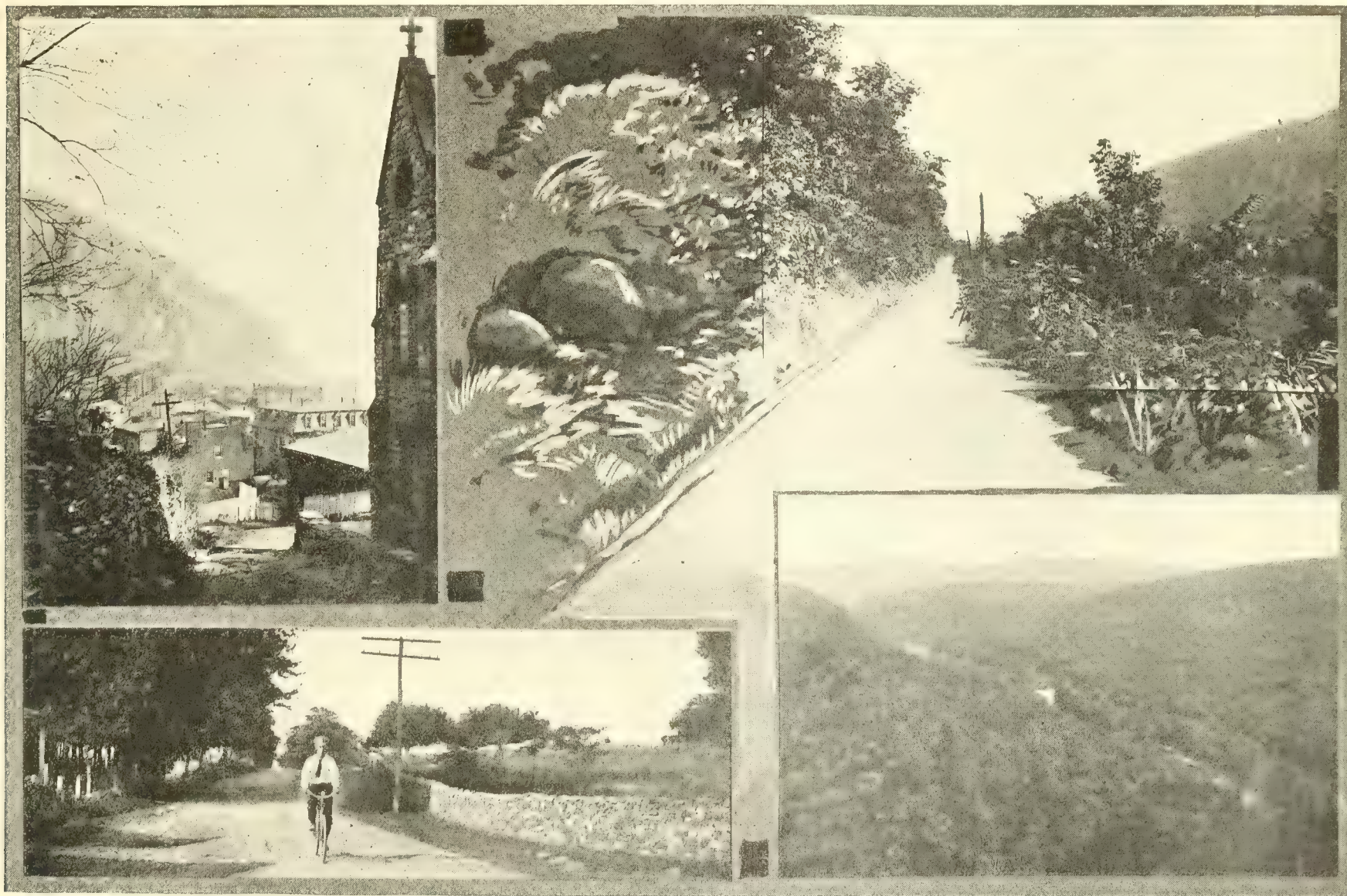
take along in case I needed a "bite." Such good fellows are the making of a trip, and we find many of them.

As I pulled out of Frostburg, old Mt. Savage blocked my way, rising higher and more foreboding than any I had yet crossed. The sun was blistering hot, so I walked most of the way up the mountain; and, before I reached the base on the other side, my brake was so hot that the oil was frying

and soon I had climbed the rough old Negro mountain, from which the view is magnificent; mountains, as close together as they can be crammed, show in every direction, with Negro Mountain towering above them all, and itself covered with tall laurel rich in huge waxy blossoms, affording a relief from the dull red sandy ridges I just had crossed.

Right here, and before we leave the

As I was climbing the last mountain of the Alleghenies, eager to catch a glimpse of the Monongahela and its mine-riddled valley, something ominous reached my ears—the low rumble of thunder, the terror of all cyclists. Closer and closer it came until the sky grew black with the approaching storm. It looked as if I were in for a ducking, as not a house was in sight. Clattering and bouncing, an automobile filled with



VIEWS IN THE ALLEGHENIES WHERE EVERY RIDGE HOLDS A SURPRISE

like meat in a pan. The road grew worse as I proceeded. The national road in this section has sadly deteriorated from lack of care and repair. Today we can see that once it was a splendid road, wide and macadamized in many places, but its glory is departed glory. The worst feature of the road, however, is the way in which it was engineered. In crossing the mountains and ridges, it runs straight up and straight down most of them instead of following the grades.

By dint of hard labor, I reached Grantsville that night, finding a quiet but up-to-date little village on the side of a mountain. No railroad except a lumber branch is near, yet the town has an electrically equipped hotel and the best general store I ever saw anywhere.

Bright and early next morning, in the best of humor, I set out, for I had been told that I would find better roads,

mountains, let me say that nowhere will one find such variety of pleasure as he will in touring through a mountainous country. Every ridge holds a surprise as a reward for whatever effort as expended in reaching its top. No real tourist purposely will plan an outing that dodges the mountains; he knows the joy of them.

The next point on my route was Uniontown. After I had crossed the line into Pennsylvania at Addison, the highest point on the route, the grades were less frequent and the roads in better condition. Soon after leaving Somersfield, while coasting down a long grade, I noticed a neatly fenced clump of cedars up on the bank to the right of the road. Curious to learn what was there, I went up to see, and what do you think I found? The almost unknown and well nigh forgotten grave of General Edward Braddock. Getting a knowledge of history as well as fun, you see.

young chaps came tearing down the mountain at reckless speed, but I kept plodding upward. Soon big drops splashed in the dust, followed by a patter of smaller ones, and the storm was on me. Under a tree I went, but it rained so fiercely that even the big chestnuts could not keep me dry. I was a pretty sorry looking tourist after the storm had passed. Mind it? No! Why, it made me cool; freed the roads of the choking dust; and when the sun got to work on those roads my machine just flew over them they were so smooth and hard. At first they were a bit sticky, but the summit was near, so I walked the rest of the way up; and what a coast down into Uniontown! The cyclist who tours without a coaster brake misses half the joy of touring.

But now the mountains were behind me and for the rest of my trip I was to travel through an entirely different sort of country. Just outside of Uniontown I obtained

my first view of coke ovens and big coal mines. But they spoil the country with their dirty buildings, their smoke and their grime. Here, too, are oil wells and they add no beauty to the landscape.

In the short run to Brownsville, 17 dogs, each at a different point along the road, hurried out to greet me. It was the only place I had trouble with the canine pests except at the one other point mentioned. I do not know what was wrong, but every dog I met would take just one good look at me, and then come at me for all he was

worth. Fortunately I escaped injury.

Strange to say, before I reached Pittsburgh, I experienced even rougher and wilder road than I had in the other part of the Alleghenies; but after leaving that city the road was excellent, most of it paved or macadamized. Once in the State of Ohio, the scene changed. From a country alive with manufactories, I turned to a succession of cheerful little farms and the country is so thickly populated that one almost always is within sight of a farm house. This was entertaining at first, but the flat coun-

try and the sameness of view soon grew monotonous. Give me the ever changing beauty of West Virginia mountain scenery!

Saturday, at 2:30, the big city of Cleveland lay before me, and a few hours later I was receiving happy greetings at Elyria.

My cyclometer showed a total of 387 miles from Inwood. I had been on the road five and three-fourths days, a great deal of which was spent in sight-seeing, and, best of all, I had no trouble to recall or to relate. My memories all were happy ones. Was my trip worth while?

Notes of Some Notable Parts and Accessories

By making the "Eclipse" ammeter so that it registers correctly with the current flowing in either direction, the Eldredge Electric Mfg. Co., of Springfield, Mass., supplies a pocket instrument that can not be applied wrongly to the poles of the dry cell that is being tested. The "Eclipse" registers from 0 to 30 amperes and is offered as especially suitable for motorcyclists. The Connecticut Telephone & Electric Co., of Meriden, Conn., has produced a new model of its small "0-to-30" Connecticut ammeter, having the new features of an etched metal dial and a "dead beat" indicating hand.

Enabling one to take out a set of balls as one would lift out a ring or washer, the Star ball retainers, made by the Star Ball Retainer Co., of Lancaster, Pa., which have been a standard for years, hold the balls loosely and keep them properly spaced in the bearing. Stevens & Co., of New York, also supply retainers of this character.

All of the makers of bells supply a choice of tones, sizes, hammer movements and exterior designs to please the taste of cyclists from Australia to Alaska and from—more to the point—from Maine to California. Bevin bells, made by Bevin Bros. Mfg. Co., Easthampton, Conn., range from little single stroke affairs to multi-tone "electric" effects. "Push button" types are likewise prominent in the extensive Mossberg line of the Frank Mossberg Co., Attleboro, Mass., while the New Departure bells of the New Departure Mfg. Co., Bristol, Conn., are continued in the numerous models that have proved popular.

Eight feet of tempered steel wire is used in the spiral extension springs on the "Persons Peerless" bicycle saddle, made by the Persons Mfg. Co., Worcester, Mass., whose motorcycle saddles were the first American productions of the sort which enjoy an enviable reputation. The "Peerless" is the "model de luxe" of the company's bicycle line, the regular members of the family being the model "B" racing saddle, the "Old Comfort," the "Special" and the

"Dominion." All of these saddles are of the suspension type, the Persons company never in its long career having made any other than this now popular type. In the Persons productions for motorcycles, the "Champion" is the leader. The lower frame of the saddle is divided throughout its length to straddle the top bar of the machine, and the opposed extension and compression arrangement of the spiral spring suspension neutralizes both shock and rebound. The "American" model is of similar construction but smaller, while the "No. 2" Persons motor seat is a light saddle with simple spiral.

Large demands are made by the makers of bicycles and motorcycles on concerns with special facilities for supplying forgings, parts and metal fittings suitable for their needs. Among the plants giving a big share of their attention to producing work of this kind are the Crosby Co., of Buffalo, N. Y., who make stamped parts; the John R. Keim Mills, Inc., Buffalo, N. Y., which produces everything from complete frames to pedal pins; the Standard Welding Co., Cleveland, O., who specialize electrically welded tubing, rims, seatposts, etc., and the Worcester Pressed Steel Co., of Worcester, Mass., who also make stamped parts. The Eclipse Machine Co., Elmira, N. Y., produce hubs, axles and machined parts generally; Billings & Spencer, Hartford, Conn., turn out high class forgings, and the A. Nelson Mfg. Co., Chicago, make a specialty of small parts, such as adjustable cones, castellated nuts, bushings, bolts, screws, etc.

Hand brakes, which enjoy wide use abroad, are by no means wholly out of fashion on this side. The Forsyth Mfg. Co., of Buffalo, N. Y., supplies them, as does the New York Sporting Goods Co., New York City, the latter of whom markets the only roller brake—the Duck.

Eight standard styles of Mesinger saddles for bicycles are offered by the H. & F. Mesinger Mfg. Co., New York, the models ranging from the light, hard racing sad-

dle to large road saddles with generous spiral spring suspension, the needs of women, children and heavy weight riders receiving attention in the line. For motorcycles the company has brought out saddles equipped with a "shock absorber," the latter being a stiffly moving hinge which resists sudden movements either of shock or spring rebound. Curved like a horse saddle, five models of the Mesinger motorcycle saddles are known as the "Cavalry" type, having a well developed pommel and fairly high back to prevent uncomfortable slipping. Three sizes of the "Standard" type are also presented, together with a very light motor saddle. Most of the models are fitted with double sets of spiral springs at the back and a hinged torsion spring in front, but their special feature is a shock absorbing device which prevents sideways and checks the rebound of all shocks.

Under the inclusive brand of "Eagle," the Troxel Mfg. Co., of Elyria, O., puts out not only a motorcycle saddle, but seven styles of bicycle saddles as well. The model for motorcycles is denominated the "Troxel Eagle motor saddle," and is of ample size and well suspended, while the other models are given the detail designations of "Special," "Ideal," "Leader," "Empire," "Roadster," "Racer," and "Climax," the last being equipped with spiral spring suspension like the motorcycle type. Apart from other features, the Troxel saddle is distinguished by imported English leather tops.

In differing shapes, the 1909 Wheeler saddles for bicycles represent the best fruits of a veteran line. They are manufactured by the Wolverine Leather Goods Co., of Detroit, Mich.

As being ready to supply either the rider or the motorcycle manufacturer with magnetos, three concerns are to the forefront, the trio consisting of the Bosch Magneto Co., Herz & Co., and the J. S. Bretz Co., all of New York City. The first two handle the Bosch and the Herz, respectively, while the Bretz company push the U. & H. All

of the magnetos in question are of German manufacture.

Having become subject to immense specialty production, pedals in few cases are made by the bicycle manufacturers themselves, but in most instances come from one or another of the quartette whose rival members are Grady & Co., of Worcester, Mass.; the John R. Keim Mills, Inc., Buffalo, N. Y.; the Forsyth Mfg. Co., Buffalo; and the Standard Co., of Torrington, Conn. The last two also make motorcycle pedals, the Standard company being a pioneer in the bringing out of a model with liberal rubber foot cushions. The A. Nelson Mfg. Co. and the H. T. Adams Co., of Chicago, Ill., and the F. B. Widmayer Co., of New York, supply "emergency" pedals, consisting of knurled spindles which ordinarily are carried in the tool bag, but which may be substituted for a regular motorcycle or bicycle pedal in case the latter be broken off or damaged.

Duffering from bicycle stands in that they generally are carried as part of the machine, the stands for motorcycles tempt the designer who has ideas concerning the combining of strength and efficiency with lightness and compactness. How the problem has been handled by different minds is shown in the offerings of the firms supplying them to the public and the trade, the list being made up of such concerns as the Hendee Mfg. Co., Springfield, Mass.; the Majestic Mfg. Co., Worcester, Mass.; Charles E. Miller, the big New York importer and jobber; the Oberwegner Motor Co., Toledo, O.; the Ovington Motor Co., New York; B. A. Swenson, Providence, R. I.; and the Frank B. Widmayer Co., of New York City. In addition to the portable stands, several of these also have special stands for display and repair work.

Attractive as is the idea of providing a two-speed gear for motorcycles, not many have ventured to undertake the difficult task of commercially supplying a device of this character. Bushnell & Cannon, of Cleveland, O., and the N. S. U. Motor Co., of New York, are among those to be first in the field with two-speed gears suitable for installation either by the owner or the manufacturer.

Spurned more or less by the cyclists with speed proclivities, but an important part of the fittings on bicycles for "conservatives" and the ladies, mud guards are manufactured by methods only possible to concerns with such facilities as the Forsyth Mfg. Co., Buffalo, N. Y., and the Standard Welding Co., Cleveland, O. Most of the guards used on motorcycles, as well, are from the factory of one or the other.

Stamped, etched, oxidized or enameled, some kind of a name plate adorns practically every bicycle and motorcycle presented to public view, and no matter what machine it may be, it is fairly safe to wager that the name plate came from the factory of the Chandler Co., of Springfield, Mass. By

devoting marked attention to this class of work, the company manages to annex the major portion of the name plate orders.

Intended not so much to effect a polish on metal surfaces as to make it lasting once it has been obtained, "Everlasting-Luster" is a new specialty with possibilities for both the user and the dealer. It is made by the Whitney Chemical Co., of Cleveland, O., but is handled through the Igniter Appliance Co., of the same city.

Outdoor and indoor stands, display stands and repair stands, all are developments from the experience of many years. Veterans in producing bicycle stands for both the trade and the public are the G. W. Cole Co., of New York, and F. E. Myers & Bro., of Ashland, O., who offer them in several varieties.

From the compact little pump intended for the tool bag to the large affairs for repair shop use, there are many intermediate types. The Bridgeport Brass Co., of Bridgeport, Conn., makes most of them. Stevens & Co., of New York, likewise supply tire pumps of established reputation.

In the face of much prejudice, compounds for the inside of tires, which close punctures automatically, or make old or porous tires or tubes air tight, have made their way steadily in favor. The Buffalo Specialty Co., of Buffalo, N. Y., long ago made its fluid "Neverleak," a standard article in the trade, and latterly the Adolf Karl Co., of Newark, N. J., has come into the field with a powder preparation known as "Permanit," which after being put inside the tire is made operative by the addition of some water. The Tiresele Co., of Newark, in its "Tiresele," likewise produces a powder cure.

Being air cooled and requiring liberal oiling, motorcycle engines are too much for some of the well known spark plugs that have found favor in other fields. The concerns supplying plugs suited to motorcycles, when grouped in a brief list, include the Excelsior Supply Co., Chicago, Ill., "Excelsior" plugs; the Emil Grossman Co., "Red Head"; R. E. Hardy Co., New York, "Star-Rite"; Motor Car Equipment Co., New York, French mica plugs; the Post & Lester Co., Hartford, Conn., "Neverskip"; C. F. Splittdorf, New York, "Splittdorf"; and the Standard Co., Torrington, Conn., "Breach-Block." Each of the plugs possess its own individuality; no two of them are alike, save in general principle.

Nothing is more deceiving both to riders and the public than the matter of speed, and the devising of a substantial speed indicator for bicycle or motorcycle use has made it possible for the riders, at least, to determine positively their rate of travel. The Jones Speedometer, Inc., of New York, has prepared a special model which attaches to the handle bar and takes its drive by means of a flexible shaft. The instrument, which has a 3-inch dial, gives readings up

to 60 miles per hour, and also incorporates an odometer for registering the mileage, the latter feature performing the function of a cyclometer.

Being actual transmitters of the power, the sprockets of a bicycle or motorcycle in a great measure determine the degree of power transmission loss. The task of making them is therefore entrusted to those who "know how," numbered in this classification being such plants as the Hydraulic Pressed Steel Co., Cleveland, O.; the John R. Keim Mills, Inc., Buffalo, N. Y.; and the Parish & Bingham Co., of Cleveland. They make the sprockets in a great variety of patterns.

Intended for the racer and the speed rider, though sometimes used by the more sedate, toe clips that are now on the market usually may be traced back to one of three firms. These are Bevin Bros. Mfg. Co., Easthampton, Conn., the G. W. Cole Co., New York; and the Standard Co., of Torrington, Conn.

Novelty in trouser guards has been introduced by the Vim Cycle & Hardware Co., of Buffalo, N. Y., which has given them a new turn by making them serve as bicycle and motorcycle locks. Branded as the "National" combined lock and trouser guards, they are supplied in pairs, of which one guard is the lock and the other the key, the slotted end of the latter fitting into the lock mechanism of its mate. Bevin Bros. Mfg. Co., Easthampton, Conn., and the New Departure Mfg. Co., of Bristol, Conn., content themselves with making the bulk of the regular styles.

While wrench manufacturers abound, the matter of supplying bicycle and motorcycle wrenches has never slipped very far away from those who took it in tow early and gave it concentrated attention. To enumerate all the styles that are available, from the light bicycle wrenches to the powerful and intricate models for handling recalcitrant engine fittings, is impractical. The famous "B. & S." line, made by the Billings & Spencer Co., of Hartford, Conn., is of wide range and what is more, all of the B. & S. wrenches are drop forgings. The Frank Mossberg Co., of Attleboro, Mass., long ago put "Mossberg" and "Sterling" wrenches in a secure trade position, and Stevens & Co., of New York, handling "Dudley" wrenches, have established an excellent reputation for the latter.

Because of the unusual conditions met with in attempting to provide proper carburation for a motorcycle engine, the problem is one at which many makers of carburetors for other purposes "throw up their hands." Consequently the field of manufacturers producing motorcycle carburetors is comparatively limited. The Heitger Carburetor Co., of Indianapolis, Ind., has for some time been making the motorcycle domain its own, with the Heitger carburetor, while the Speed Changing Pulley Co.,

of Anderson, Ind., has won a secure place for the Speed carburetter, which is expressively described as "Little—but Oh, My!"

No complaints can be offered by rider or repairer that there are not a sufficient number of cements available for satisfactory choice. The big tire companies very generally supply cements of a quality worthy of their sponsors, while there are manufacturers whose brands of cement are so successful that this product is their main output. Of the tire manufacturers, the Good-year Tire & Rubber Co., Morgan & Wright, the G & J Tire Co., and the Hartford Rubber Works Co., offer standard brands. The National Cement Mfg. Co., of Toledo, O., puts out time tried and familiar brands in the "High Pressure" and "Red Cross" lines. All grades of leather, rubber and rim cements are found in the array of the Eagle Rubber Cement Co., of Trenton, N. J., including a combination cement for fastening leather and rubber together. "Eclipse" cements, made by the Eclipse Cement & Blacking Co., comprise a vulcanite combination, a plain rubber cement and a wood rim cement. The M. & M. Mfg. Co., of Akron, O., has a distinct cement of its own, for road repairs, and also produces an acid cure solution for "cold vulcanizing."

Although among the most necessary components of a bicycle or motorcycle, chains do not emanate from a large number of factories, but are left to the limited few who have shown their ability to produce the high quality that is demanded. Three standard brands are the Diamond, Duckworth and Whitney, made respectively by the Diamond Chain & Mfg. Co., Indianapolis, Ind.; the Duckworth Chain & Mfg. Co., Springfield, Mass.; the Whitney Mfg. Co., of Hartford, Conn., each of whom produces both block and roller chains, and likewise ingenious repair links. The Morse Chain Co., Ithaca, N. Y., concentrates its energies on a twin roller chain which has been on the market for years and long before roller chains attained their present and increasing popularity.

The manufacture of metal chain guards has been practically pre-empted by one manufacturer. The Forsyth Mfg. Co., of Buffalo, N. Y., makes a guard that is represented as adjustable in application and noiseless in service.

In the matter of spark coils for motorcycles, the Connecticut Telephone & Electric Co., of Meriden, Conn., has developed a torpedo shaped coil, the result of which is striking—it will operate on two dry cells: heretofore three have been considered essential. Herz & Co., of New York, also are producers of a well known type, while the Pfanstiehl Electric Laboratory, North Chicago, Ill., whose product is guaranteed for five years, embodies its patented "pan cake" system of winding in its products, which are made for singles or doubles and can be supplied for two cell service when required; and almost needless to add, C. F.

Splitdorf, of New York, who was first to produce coils for motorcycles, is making them, and making them well.

Certain general types of construction prevail in most of the crank hangers found on 1909 machines, due to the fact that many bicycle manufacturers take advantage of the capacity and facilities of the component people. The Great Western Mfg. Co., of La Porte, Ind., who produce the long famous Fauber hanger, are still doing so to good advantage, and the John R. Keim Mills, Inc., Buffalo, N. Y., makes several types. Stevens & Co., of New York, specialize a repair hanger which is unique in that it will fit any bicycle.

Outside of the bicycle makers who produce their own cushion forks, the business is principally in the hands of J. H. Sager, of Rochester, N. Y. The Sager device is a

**Going to do some
Motorcycle Touring?**

We are making a new
tire for this purpose called

"The Tourist"

It has an extra heavy tread
which gives it proportionately
longer service.

Owners of tandem, package,
or side-car attachments can also
use this tire to advantage.

It costs a trifle more than the
regular treads, but you get
MORE than the extra cost in
extra wear.

Morgan & Wright
Detroit

time tried article, with detail improvements for the present season. The Majestic Mfg. Co., Worcester, Mass., however, make a spring attachment that will fit any bicycle.

Because in some classes of service the cyclometer mounted outside the wheel is in danger of being broken off, this style is supplemented in the offerings of the New Departure Co., Bristol, Conn., by an inside mounted instrument. The latter is applied to the hub of the front wheel, the star gear projecting out through the spokes for contact with a fixed "striker" at each revolution.

Hand comfort is dependent in no small degree on the grips or handles, a detail which has received its full share of inventive thought. For bicycles the Haverford Grip Co., of Philadelphia, Pa., has perfected the "Wearwell," covered with seamless Para gum rubber, which affords a very agreeable effect, while the Wolverine Leather Goods Co., of Detroit, Mich., has long been a producer of leather stitched grips; the

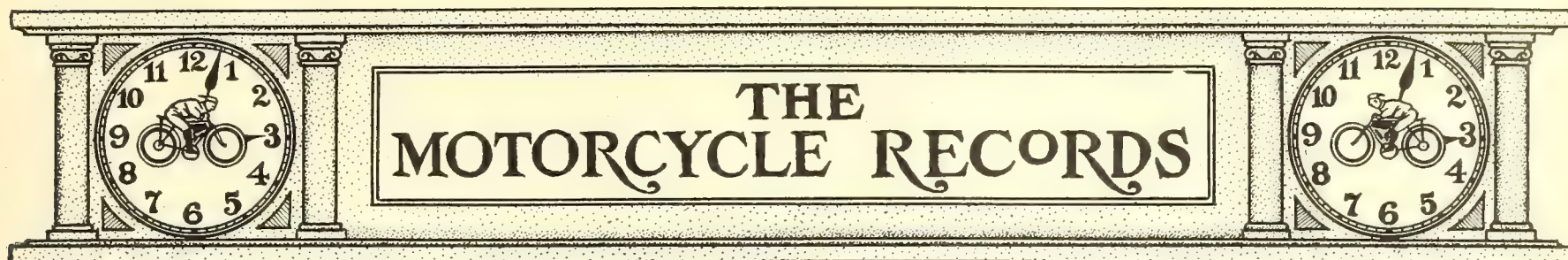
Mattson Rubber Co., of Lodi, N. J., make a specialty of a sponge rubber grip. The "Rough Rider" grip, for motorcycle use, is a long, soft rubber grip, into which the handle bar extends about half way, the grip being somewhat flexible as a whole back of this point. It is made by the Hartford Rubber Works Co., Morgan & Wright, and the G & J Tire Co.

From the profusion of handle bar styles marketed by factories devoted to the product, not much room is left for "long felt wants," the models now presented being born of long contact with the public demand. In the matter of quality, no bars, stems or tops surpass the Ideal made by the Ideal Plating Co., Marlboro, Mass.; nothing but quality goods are produced there. For an enduring type of quick adjustable bar, affording many changes of position, none has kept pace with the famous "Kelly," made by the Kelly Handle Bar Co., of Cleveland, O. The Chicago Handle Bar Co., of Shelby, Ohio, of course produces bars.

Hubs are to be had in great variety, but most of them are produced by the big manufacturers of coaster brakes, to which the manufacturer of hubs is close akin. These makers are the Aurora Automatic Machinery Co., Aurora, Ill.; the New Departure Mfg. Co., Bristol, Conn.; the Corbin Screw Corporation, New Britain, Conn., and the Eclipse Machine Co., Elmira, N. Y., the last two of whom produce hubs of the knockout axle variety.

Powerful as are the better grade oil lamps, the introduction of the acetylene made it possible for bicyclists and motorcyclists to have at their disposal an even more effective system of road illumination. Most lamp makers supply both the oil and the acetylene types. As the first gas lamp, the "Solar," of the Badger Brass Mfg. Co., of New York City and Kenosha, Wis., is, of course, world wide in reputation and use, while the 20th Century Mfg. Co., of New York, has kept its goods among the leaders for very many years and present them in both lamp and headlight types. The Bridgeport Brass Co., Bridgeport, Conn., whose "Searchlight" was one of the sensations of the trade when first brought out, continues this model with other types of oil lamps. The Ovington Motor Co. and the Motor Car Equipment Co., both of New York, handle imported lamps, the latter in particular, offering a great variety.

Prospective purchasers of luggage carriers meet the difficulty of rarely finding a place where there is a stock that adequately represents the numerous makes and styles that are on the market. The concerns from whom they may be obtained include The Bradford Luggage Carrier Co., Wilmington, Del.; Dow Wire & Iron Works, Louisville, Ky.; Majestic Mfg. Co., Worcester, Mass.; Motorcycle Specialty Co. Boston, Mass.; New York Sporting Goods Co., New York; and the Frank B. Widmayer Co., of New York.



TRACK RECORDS—AMATEUR

	Style of Start.	Character of Record.	Made by.	Place.	Date.	Time.
1/2 mile	F. S.	Competition.	J. B. Derosier.	Cambridge, Mass.	Aug. 19, '05.	:38 4/5
1 mile	F. S.	Against time.	M. J. Graves.	Los Angeles, Cal.	April 25, '09.	0:46 4/5
1 mile	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	1:03 3/5
1 mile	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	1:01
1 mile	F. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	April 25, '09.	0:49 2/5
2 miles	F. S.	Against time.	Walter Goerke.	Detroit, Mich.	Oct. 22, '08.	1:54
2 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	2:06 4/5
2 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	1:54
2 miles	F. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	April 25, '09.	1:37
3 miles	F. S.	Against time.	Walter Goerke.	Detroit, Mich.	Oct. 22, '08.	2:50 3/5
3 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	3:03 3/5
3 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	2:48 3/5
3 miles	F. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	April 25, '09.	2:26 4/5
4 miles	F. S.	Against time.	Stanley Kellogg.	Detroit, Mich.	Sept. 20, '08.	3:46 4/5
4 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	4:00
4 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	3:43 3/5
4 miles	F. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	April 25, '09.	3:17 1/5
5 miles	F. S.	Against time.	Stanley Kellogg.	Detroit, Mich.	Sept. 20, '08.	4:43
5 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	4:56 2/5
5 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	4:38 3/5
5 miles	F. S.	Competition.	M. J. Graves.	Los Angeles, Cal.	April 18, '09.	3:59 1/5
6 miles	F. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 23, '08.	5:41 3/5
6 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	5:53 3/5
6 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	5:41
6 miles	F. S.	Competition.	M. J. Graves.	Los Angeles, Cal.	April 18, '09.	4:47
7 miles	F. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 23, '08.	6:36 2/5
7 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	6:52
7 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	6:35
8 miles	F. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 23, '08.	7:35 1/5
8 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	7:47 4/5
8 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	7:30
9 miles	F. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 23, '08.	8:32 3/5
9 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	8:45
9 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	8:25
10 miles	F. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 23, '08.	9:29 3/5
10 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Sept. 20, '08.	9:17
10 miles	S. S.	Competition.	Fred Huyck.	Detroit, Mich.	Sept. 20, '08.	9:17 2/5
10 miles	F. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	April 11, '09.	8:12
11 miles	F. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 23, '08.	10:27 2/5
11 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	10:39 1/5
11 miles	S. S.	Competition.	Fred Huyck.	Detroit, Mich.	Sept. 20, '08.	10:11 2/5
12 miles	F. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 23, '08.	11:24 1/5
12 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	11:36 4/5
12 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	11:12
13 miles	F. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 23, '08.	12:24 4/5
13 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	12:34 1/5
13 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	12:07 1/5
14 miles	F. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 23, '08.	13:21
14 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	13:31 3/5
14 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	13:03 1/5
15 miles	F. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 23, '08.	14:18 4/5
15 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	14:28 3/5
15 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	13:58 1/5
16 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	15:25 3/5
16 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	14:54 2/5
17 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	16:20
17 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	15:51 2/5
18 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	17:18
18 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	16:47 2/5
19 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	18:15 3/5
19 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	17:44 2/5
20 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	19:13 1/5
20 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	18:39 3/5
21 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	20:10
21 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	19:35 3/5
22 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	21:08 3/5
22 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	20:31 3/5
23 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	22:06
23 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	23:59 3/5
24 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	23:02 4/5
24 miles	S. S.	Competition.	Fred Huyck.	Los Angeles, Cal.	Nov. 29, '08.	22:21 4/5
25 miles	S. S.	Against time.	Fred Huyck.	Detroit, Mich.	Oct. 22, '08.	24:00 3/5

	Style of Start.	Character of Record.	Made by	Place.	Date.	Time.
25 miles.....	S. S.	Competition.....	Fred Huyck.....	Los Angeles, Cal.	Nov. 29, '08.....	23:18 $\frac{3}{4}$
26 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	24:58 $\frac{3}{4}$
26 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Nov. 29, '08.....	27:06 $\frac{3}{4}$
27 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	26:17
27 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Nov. 29, '08.....	28:07 $\frac{4}{5}$
28 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	27:14 $\frac{4}{5}$
28 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Nov. 29, '08.....	29:10 $\frac{4}{5}$
29 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	28:12 $\frac{3}{4}$
29 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Nov. 29, '08.....	30:13
30 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	29:10 $\frac{1}{5}$
30 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Nov. 29, '08.....	31:20
31 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	30:09
31 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Nov. 29, '08.....	32:31 $\frac{3}{4}$
32 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	31:07 $\frac{3}{4}$
32 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Nov. 29, '08.....	33:32 $\frac{4}{5}$
33 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	32:06 $\frac{4}{5}$
33 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Nov. 29, '08.....	34:34 $\frac{4}{5}$
34 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	33:05 $\frac{3}{4}$
34 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Nov. 29, '08.....	35:40
35 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	34:04 $\frac{1}{5}$
35 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	37:12 $\frac{3}{4}$
36 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	35:03
36 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	38:16 $\frac{3}{4}$
37 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	36:01 $\frac{4}{5}$
37 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	39:21
38 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	37:20 $\frac{1}{5}$
38 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	40:25 $\frac{3}{4}$
39 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	37:59
39 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	41:28 $\frac{3}{4}$
40 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	39:01 $\frac{1}{5}$
40 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	42:32 $\frac{3}{4}$
41 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	40:25 $\frac{3}{4}$
41 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	43:36
42 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	41:22
42 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	44:39
43 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	42:19 $\frac{4}{5}$
43 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	45:43
44 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	43:16 $\frac{3}{4}$
44 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	46:46
45 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	44:13 $\frac{3}{4}$
45 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Sept. 9, '08.....	47:58 $\frac{3}{4}$
46 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	45:10 $\frac{4}{5}$
46 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Sept. 9, '08.....	49:00 $\frac{4}{5}$
47 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	46:02 $\frac{3}{4}$
47 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Sept. 9, '08.....	50:04 $\frac{1}{5}$
48 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	47:06
48 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Sept. 9, '08.....	51:06 $\frac{4}{5}$
49 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	48:04
49 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Sept. 9, '08.....	52:09 $\frac{1}{5}$
50 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	49:02 $\frac{3}{4}$
50 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Sept. 9, '08.....	53:11 $\frac{1}{5}$
51 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	50:02
51 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Sept. 9, '08.....	54:13
52 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	51:00 $\frac{3}{4}$
52 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Sept. 9, '08.....	55:16
53 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	51:59 $\frac{1}{5}$
53 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Sept. 9, '08.....	56:19 $\frac{3}{4}$
54 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	52:56 $\frac{4}{5}$
54 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Sept. 9, '08.....	57:20 $\frac{3}{4}$
55 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	53:55 $\frac{1}{5}$
55 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Sept. 9, '08.....	58:23 $\frac{4}{5}$
56 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	54:53 $\frac{3}{4}$
56 miles.....	S. S.	Competition.....	J. H. Shafer.....	Los Angeles, Cal.	Sept. 9, '08.....	59:26 $\frac{1}{5}$
57 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	55:52 $\frac{3}{4}$
57 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:00:58 $\frac{4}{5}$
58 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	56:51 $\frac{3}{4}$
58 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:02:01 $\frac{4}{5}$
59 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	57:51
59 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:03:05 $\frac{4}{5}$
60 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	58:49
60 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:04:09 $\frac{1}{5}$
61 miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 24, '08.....	59:47 $\frac{1}{5}$
61 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:05:11 $\frac{3}{4}$
61 $\frac{1}{2}$ miles.....	S. S.	Against time.....	Fred Huyck.....	Detroit, Mich.	Oct. 22, '08.....	60:00
62 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:06:15
63 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:07:18
64 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:08:20 $\frac{3}{4}$
65 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:09:22 $\frac{4}{5}$
66 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:10:26 $\frac{3}{4}$
67 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:11:29 $\frac{3}{4}$
68 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:12:33
69 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:13:37 $\frac{3}{4}$
70 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:14:42 $\frac{3}{4}$
71 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:15:47
72 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:16:51 $\frac{4}{5}$
73 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:17:54 $\frac{4}{5}$
74 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:18:57 $\frac{1}{5}$
75 miles.....	S. S.	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:20:00 $\frac{1}{5}$

	Style of Start.	Character of Record.	Made by	Place.	Date.	Time.
76 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:21:03 $\frac{3}{4}$
77 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:22:08
78 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:23:12 $\frac{1}{2}$
79 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:24:16 $\frac{1}{2}$
80 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:25:19 $\frac{1}{2}$
81 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:26:21 $\frac{1}{2}$
82 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:27:22 $\frac{1}{2}$
83 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:28:27 $\frac{1}{2}$
84 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:29:31 $\frac{1}{2}$
85 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:30:37
86 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:31:43 $\frac{1}{2}$
87 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:32:48 $\frac{1}{2}$
88 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:33:53 $\frac{1}{2}$
89 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:34:58 $\frac{1}{2}$
90 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:36:03
91 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:37:06 $\frac{1}{2}$
92 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:38:43 $\frac{1}{2}$
93 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:39:49 $\frac{1}{2}$
94 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:40:55 $\frac{1}{2}$
95 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:42:03 $\frac{1}{2}$
96 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:43:11 $\frac{1}{2}$
97 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:44:19 $\frac{1}{2}$
98 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:45:26 $\frac{1}{2}$
99 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:46:35
100 miles.....	S. S.....	Competition.....	Robert Stubbs.....	Birmingham, Ala.	Nov. 24, '08.....	1:47:44

MOTORCYCLE TRACK RECORDS—PROFESSIONAL

$\frac{1}{3}$ mile.....	F. S.....	Against time.....	J. B. Derosier.....	Clifton, N. J.	Aug. 23, '08.....	0:13 $\frac{1}{2}$
$\frac{1}{2}$ mile.....	F. S.....	Against time.....	J. B. Derosier.....	Clifton, N. J.	Aug. 23, '08.....	0:27 $\frac{3}{4}$
1 mile.....	S. S.....	Against time.....	J. B. Derosier.....	Clifton, N. J.	July 26, '08.....	1:02
1 mile.....	F. S.....	Against time.....	J. B. Derosier.....	Los Angeles.....	Mch. 14, '09.....	0:47 $\frac{1}{2}$
1 mile.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 4, '09.....	0:48 $\frac{1}{2}$
2 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 4, '09.....	1:32 $\frac{1}{2}$
3 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 4, '09.....	2:28 $\frac{1}{2}$
4 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 4, '09.....	3:17 $\frac{1}{2}$
5 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	3:56 $\frac{1}{2}$
6 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	5:00
7 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	5:49
8 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	6:39
9 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	7:32
10 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	8:24
11 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	9:17
12 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	10:22 $\frac{1}{2}$
13 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	11:13 $\frac{1}{2}$
14 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	12:03 $\frac{1}{2}$
15 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	12:55
16 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	13:41
17 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	14:38 $\frac{1}{2}$
18 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	15:31 $\frac{1}{2}$
19 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	16:25
20 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 11, '09.....	17:01 $\frac{1}{2}$
25 miles.....	F. S.....	Competition.....	Arthur Mitchell.....	Los Angeles.....	April 18, '09.....	25:07
30 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	29:41
35 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	34:23 $\frac{1}{2}$
40 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	38:54
45 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	43:29
50 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	48:21
55 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	53:14 $\frac{1}{2}$
60 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	57:51
61 m. 586 yds.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	1:00:00
65 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	1:04:27 $\frac{1}{2}$
70 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	1:09:07 $\frac{1}{2}$
75 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	1:13:46
80 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	1:18:34 $\frac{1}{2}$
85 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	1:23:25 $\frac{1}{2}$
90 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	1:28:18 $\frac{1}{2}$
95 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	1:33:12 $\frac{1}{2}$
100 miles.....	F. S.....	Competition.....	J. B. Derosier.....	Los Angeles.....	April 18, '09.....	1:37:59
103 m. 380 yds.....	S. S.....	Against time.....	H. V. Martin.....	Canning Town, Eng.....	Feb. 15, '09.....	2:00:00
150 miles.....	S. S.....	Against time.....	H. V. Martin.....	Canning Town, Eng.....	Feb. 15, '09.....	2:58:56
150 m. 1700 yds.....	S. S.....	Against time.....	H. V. Martin.....	Canning Town, Eng.....	Feb. 15, '09.....	3:00:00
194 m. 1320 yds.....	S. S.....	Against time.....	H. V. Martin.....	Canning Town, Eng.....	Feb. 15, '09.....	4:00:00
200 miles.....	S. S.....	Against time.....	H. V. Martin.....	Canning Town, Eng.....	Feb. 15, '09.....	4:05:54 $\frac{1}{2}$
238 m. 870 yds.....	S. S.....	Against time.....	H. V. Martin.....	Canning Town, Eng.....	Feb. 15, '09.....	5:00:00
250 miles.....	S. S.....	Against time.....	H. V. Martin.....	Canning Town, Eng.....	Feb. 15, '09.....	5:18:48 $\frac{1}{2}$
278 m. 586 yds.....	S. S.....	Against time.....	H. V. Martin.....	Canning Town, Eng.....	Feb. 15, '09.....	6:00:00
300 miles.....	S. S.....	Against time.....	H. V. Martin.....	Canning Town, Eng.....	Feb. 15, '09.....	6:33:55
*67 m. 1655 yds.....	S. S.....	Against time.....	C. R. Collier.....	Brooklands, Eng.....	Oct. 8, '08.....	1:00:00

* Made on $2\frac{1}{3}$ miles banked track.

MOTORCYCLE ROAD RECORDS—AMATEUR

1 kilo*.....	F. S.....	Against time.....	Walter Goerke.....	Daytona, Fla.....	Mch. 25, '09.....	0:27 $\frac{1}{2}$
1 mile*.....	F. S.....	Against time.....	Robert Stubbs.....	Daytona, Fla.....	Mch. 25, '09.....	0:43 $\frac{1}{2}$
5 miles*.....	F. S.....	Against time.....	Walter Goerke.....	Daytona, Fla.....	Mch. 24, '09.....	3:30 $\frac{1}{2}$
10 miles.....	F. S.....	Competition.....	A. G. Chapple.....	Daytona, Fla.....	Mch. 24, '09.....	8:57
20 miles.....	F. S.....	Competition.....	A. G. Chapple.....	Daytona, Fla.....	Mch. 26, '09.....	17:26 $\frac{1}{2}$
69 miles.....	S. S.....	Competition.....	Walter Goerke.....	Daytona, Fla.....	Mch. 25, '09.....	58:25 $\frac{1}{2}$

* Straightaway.



AMATEUR TRACK RECORDS.

Distance.	Style.	Character of Record.	Holder.	Where Made.	Date.	Time.
1/4 mile.....	Unpaced	Competition	Marcus Hurley.....	Vailsburg	July 27, '02.....	0:28 3/5
1/4 mile.....	Unpaced	Competition	Walter De Mara.....	Ogden	July 17, '07.....	0:28 3/5
1/4 mile.....	Unpaced	Against time	Al. Crebs.....	Saltair	Aug. 2, '08.....	0:24 4/5
1/4 mile.....	Paced	Against time	R. G. Holzel.....	Spokane	Sept. 4, '99.....	0:20 1/5
1/3 mile*.....	Unpaced	Competition	W. S. Fenn.....	Hartford	Sept. 3, '00.....	0:38 4/5
1/3 mile.....	Unpaced	Against time	A. B. Simons.....	Denning	May 26, '96.....	0:33 3/5
1/3 mile.....	Paced	Against time	R. G. Holzel.....	Spokane	Sept. 26, '99.....	0:29 3/5
1/2 mile*.....	Unpaced	Competition	Walter De Mara.....	Salt Lake	Aug. 20, '07.....	0:56 4/5
1/2 mile.....	Paced	Against time	George Leander.....	Indianapolis	Sept. 29, '00.....	0:44 3/5
1/2 mile.....	Unpaced	Against time	P. Lawrence.....	Saltair	Aug. 9, '08.....	0:53 1/5
2/3 mile.....	Unpaced	Against time	J. C. Heil.....	Denver	July 31, '97.....	1:21 1/5
2/3 mile*.....	Unpaced	Competition	Marcus Hurley.....	Providence	July 1, '01.....	1:18
3/4 mile*.....	Unpaced	Competition	Walter De Mara.....	Ogden	July 21, '07.....	1:24 4/5
3/4 mile.....	Unpaced	Against time	P. Lawrence.....	Saltair	Aug. 19, '08.....	1:23 3/5
1 mile*.....	Unpaced	Competition	J. B. Hume.....	Salt Lake	June 27, '06.....	1:55 3/5
1 mile.....	Paced	Against time	Sam Sulkin.....	Charles River Pk.	July 25, '03.....	1:13
1 mile.....	Unpaced	Against time	Parley Giles.....	Saltair	July 28, '08.....	1:55
2 miles.....	Paced	Against time	Walter Smith.....	Vailsburg	July 27, '02.....	2:53 1/5
2 miles.....	Paced	Competition	Sam Sulkin.....	Providence	Aug. 22, '03.....	2:47 3/5
2 miles.....	Unpaced	Against time	Parley Giles.....	Ogden	July 8, '08.....	4:09
2 miles.....	Unpaced	Competition	P. Lawrence.....	Saltair	July 22, '08.....	3:53 3/5
3 miles.....	Unpaced	Competition	A. Carter.....	Ogden	Aug. 3, '05.....	5:57 1/5
3 miles.....	Paced	Against time	Walter Smith.....	Vailsburg	July 27, '02.....	4:23
3 miles.....	Paced	Competition	Sam Sulkin.....	Providence	Aug. 22, '03.....	4:18 3/5
3 miles.....	Unpaced	Against time	Parley Giles.....	Salt Lake	Aug. 4, '08.....	6:25 3/5
4 miles.....	Unpaced	Against time	Parley Giles.....	Ogden	Aug. 20, '08.....	8:51 3/5
5 miles.....	Paced	Against time	Walter Smith.....	Vailsburg	July 27, '02.....	7:18 3/5
5 miles.....	Paced	Competition	Sam Sulkin.....	Providence	Aug. 22, '03.....	7:07 3/5
5 miles.....	Unpaced	Against time	Parley Giles.....	Ogden	Aug. 20, '08.....	11:00
5 miles.....	Unpaced	Competition	Hal McCormack.....	Salt Lake	July 17, '08.....	10:31
10 miles.....	Unpaced	Competition	J. P. Linley.....	New Haven	May 30, '02.....	21:23
10 miles.....	Paced	Against time	Joe Nelson.....	Vailsburg	Oct. 5, '01.....	16:21
10 miles.....	Paced	Competition	Sam Sulkin.....	Providence	Aug. 22, '03.....	14:08 1/5
25 miles.....	Unpaced	Competition	Ed. W. Forrest.....	Vailsburg	July 28, '01.....	1:00:39
25 miles.....	Paced	Against time	Joe Nelson.....	Vailsburg	Oct. 5, '01.....	41:27
25 miles.....	Paced	Competition	John Nelson.....	Montreal	Aug. 10, '99.....	47:37
50 miles.....	Unpaced	Competition	J. P. Jacobson.....	New York City	Aug. 25, '99.....	2:05:00 4/5
50 miles.....	Paced	Competition	John Nelson.....	Montreal	Aug. 10, '99.....	1:38:26 3/5
51 m. 691 yds. Paced	Against time	Octave Lapize.....	Paris	Sept. 26, '08.....	1:00:00	
100 miles.....	Unpaced	Competition	W. Torrence.....	New York City	Aug. 25, '99.....	4:57:24 3/5
24 m. 1472 yds. Unpaced	Competition	George H. Collett.....	New York City	May 30, '00.....	1:00:00	
35 m. 1055 yds. Paced	Against time	Joe Nelson.....	Vailsburg	Oct. 5, '01.....	1:00:00	
31 m. 460 yds.† Paced	Competition	John Nelson.....	Montreal	Aug. 10, '99.....	1:00:00	

* Made in handicap.

† American record.

Where no notation is made, World's Record is understood.

AMATEUR ROAD RECORDS.

Distance.	Character.	Name.	Club.	Place.	Date.	Time.
1/4 mile....	Open	F. L. Valiant.....	Roy	Daytona, Fla.	Mch. 25, '09.....	0:38
1/3 mile....	Open	Courtney Peer.....	N. T. V. W.	Plainfield, N. J.	Sept. 7, '08.....	0:40 3/5
1/2 mile....	Closed	S. R. Morrison.....	Edgecombe	Valley Stream, N. Y.	Oct. 6, '07.....	1:23
1 mile.....	Open	Henry Surman.....	Elizabeth	Westfield, N. J.	Aug. 8, '08.....	2:02
		R. L. Guthridge.....	Plainfield			
		S. C. Haberle.....	Plainfield			
2 miles.....	Closed	J. B. Hawkins.....	Brower	Valley Stream, N. Y.	Nov. 8, '08.....	5:07 1/5
5 miles.....	Closed	J. B. Hawkins.....	Brower	Valley Stream, N. Y.	Nov. 8, '08.....	12:28 3/5
6 miles.....	Open	Robt. L. Shanklin.....	Crescent	Baltimore, Md.	Nov. 17, '07.....	17:01
10 miles.....	Open	Archie Rawlings.....	Tampa	Tampa, Fla.	July 4, '08.....	23:53
11 miles.....	Open	Dick Maddar.....	San Antonio	San Antonio	April 11, '09.....	31:01
12 miles.....	Open	Walter Harris.....	San Antonio	San Antonio	May 30, '08.....	28:50
14 miles.....	Open	W. F. Blum.....	Chicago	St. Louis, Mo.	Oct. 13, '07.....	39:14
15 miles.....	Open	Isaac Lewin.....	C. R. C. Assn.	Valley Stream, N. Y.	May 19, '07.....	34:47 1/5
16 miles.....	Open	Silas Brown.....	Richmond, Ind.	Hamilton, Ohio	July 4, '08.....	46:00
17 miles.....	Open	Maurice Vanden Dries.....	West Harlem	Valley Stream, N. Y.	Oct. 13, '07.....	48:53
18 miles.....	Open	J. V. Burnstrom.....	Salt Lake	Salt Lake	May 30, '07.....	47:36
19 miles.....	Open	Robert Miller.....	Hamilton, Ohio	Richmond, Ind.	Sept. 1, '07.....	56:40
20 miles.....	Open	Joe Eifler.....	C. R. C. A.	Valley Stream, N. Y.	July 26, '08.....	53:20
25 miles.....	Open	W. F. Blum.....	Chicago	Chicago	July 4, '07.....	1:03:10
27 miles.....	Open	Carl Showalter.....	Garden City	San Jose, Cal.	Sept. 1, '07.....	1:21:57
30 miles.....	Open	John Berryessa.....	Garden City	San Jose, Cal.	May 5, '07.....	1:20:03
50 miles.....	Open	Raymond Nelson.....	Pleasantville	Atlantic City	May 3, '08.....	2:21:18
60 miles.....	Open	Raymond Nelson.....	Pleasantville	Atlantic City	May 3, '08.....	2:46:00
100 miles.....	Open	Frank W. Eifler.....	C. R. C. Assn.	Brooklyn	Oct. 27, '07.....	5:33:30

Compiled and official since National Cycling Association assumed control of road racing on May 1st, 1907.

AMATEUR TANDEM RECORDS.

Distance.	Style.	Character of Record.	Holder.	Where Made.	Date.	Time.
1 mile.....	Unpaced	Competition	Hausman-Rutz.	.....	.....	1:52 $\frac{3}{4}$
2 miles.....	Unpaced	Competition	Wilcox-McCormack	Salt Lake City.....	Aug. 1, '05.....	4:53
3 miles.....	Unpaced	Competition	Wilcox-McCormack	Salt Lake City.....	July 27, '05.....	5:47 $\frac{3}{4}$
5 miles.....	Unpaced	Competition	Wilcox-McCormack	Salt Lake City.....	July 13, '05.....	10:15

PROFESSIONAL TRACK RECORDS.

Distance.	Style.	Character of Record.	Holder.	Where Made.	Date.	Time.
$\frac{1}{4}$ mile.....	Unpaced	Competition	F. L. Kramer.....	Vailsburg	May 4, '02.....	0:28 $\frac{1}{2}$
$\frac{1}{4}$ mile.....	Paced	Against time.	Major Taylor	Chicago	Nov. 9, '99.....	0:20
$\frac{1}{4}$ mile.....	Unpaced	Against time.	Iver Lawson	Salt Lake.....	July 4, '06.....	0:23 $\frac{1}{2}$
$\frac{1}{3}$ mile*.....	Unpaced	Competition	F. L. Kramer.....	Newark	Aug. 16, '08.....	0:38
$\frac{1}{3}$ mile.....	Paced	Against time.	J. S. Johnson.....	Nashville	Oct. 29, '96.....	0:27 $\frac{1}{2}$
$\frac{1}{3}$ mile.....	Unpaced	Against time.	W. W. Hamilton.....	Coronado, Cal.....	Mar. 2, '96.....	0:34 $\frac{1}{2}$
$\frac{2}{3}$ mile*.....	Unpaced	Competition	W. F. Sims.....	Washington	Aug. 15, '98.....	1:18
$\frac{2}{3}$ mile.....	Unpaced	Against time.	W. C. Sanger.....	Denver	Nov. 16, '85.....	1:14 $\frac{1}{2}$
$\frac{2}{3}$ mile.....	Paced	Against time.	W. W. Hamilton.....	Coronado, Cal.....	Mch. 2, '96.....	0:58 $\frac{3}{4}$
$\frac{1}{2}$ mile*.....	Unpaced	Competition	A. J. Clarke.....	Saltair	Aug. 19, '08.....	0:51 $\frac{1}{2}$
$\frac{1}{2}$ mile.....	Paced	Against time.	Major Taylor	Chicago	Nov. 10, '99.....	0:41
$\frac{1}{2}$ mile.....	Unpaced	Against time.	A. J. Clarke.....	Saltair	Aug. 24, '08.....	0:50 $\frac{3}{4}$
$\frac{3}{4}$ mile*.....	Unpaced	Competition	F. L. Kramer.....	Salt Lake.....	July 5, '07.....	1:21
1 mile*.....	Unpaced	Competition	A. J. Clarke.....	Ogden	July 17, '07.....	1:48 $\frac{3}{4}$
1 mile.....	Paced	Against time.	R. A. Walthour.....	Charles River Pk.....	May 31, '04.....	1:06 $\frac{1}{2}$
1 mile.....	Unpaced	Against time.	W. M. Samuelson.....	Salt Lake.....	July 25, '01.....	1:53 $\frac{1}{2}$
1 mile.....	Paced	Competition	Hugh MacLean.....	Charles River Pk.....	Aug. 27, '04.....	1:09 $\frac{1}{2}$
2 miles*.....	Unpaced	Competition	Iver Lawson	Salt Lake.....	July 27, '06.....	3:41
2 miles.....	Unpaced	Against time.	W. M. Samuelson.....	Salt Lake.....	June 21, '04.....	4:08 $\frac{3}{4}$
2 miles.....	Paced	Against time.	Joe Nelson	Charles River Pk.....	Aug. 27, '03.....	2:20 $\frac{1}{2}$
2 miles.....	Paced	Competition	Hugh MacLean.....	Charles River Pk.....	Aug. 27, '04.....	2:19
3 miles.....	Unpaced	Competition	Iver Lawson	Salt Lake.....	July 24, '06.....	5:35 $\frac{3}{4}$
3 miles.....	Unpaced	Against time.	F. J. Titus	Woodside Pk.....	July 2, '98.....	5:32 $\frac{1}{2}$
3 miles.....	Paced	Against time.	Joe Nelson	Charles River Pk.....	Aug. 27, '03.....	3:30 $\frac{1}{2}$
3 miles.....	Paced	Competition	James F. Moran.....	Charles River Pk.....	June 28, '04.....	3:31 $\frac{3}{4}$
5 miles.....	Unpaced	Competition	Ernest A. Pye.....	Ogden	July 11, '06.....	9:48 $\frac{1}{2}$
5 miles.....	Paced	Against time.	Joe Nelson	Charles River Pk.....	Aug. 27, '03.....	5:51
5 miles.....	Unpaced	Against time.	Alex Peterson.....	Dayton, O.	Aug. 4, '02.....	11:04 $\frac{1}{2}$
5 miles.....	Paced	Competition	R. A. Walthour.....	Charles River Pk.....	May 31, '04.....	5:51
10 miles.....	Unpaced	Competition	John Bedell.....	Park Sq., Boston.....	Feb. 15, '08.....	20:04 $\frac{3}{4}$
10 miles.....	Unpaced	Against time.	W. W. Hamilton.....	Denver	July 9, '98.....	23:09 $\frac{3}{4}$
10 miles.....	Paced	Competition	R. A. Walthour.....	Charles River Pk.....	May 31, '04.....	11:29 $\frac{1}{2}$
15 miles.....	Unpaced	Competition	F. L. Kramer.....	Vailsburg	Sept. 22, '01.....	33:44
15 miles.....	Unpaced	Against time.	W. W. Hamilton.....	Denver	July 9, '98.....	35:03
15 miles.....	Paced	Competition	R. A. Walthour.....	Charles River Pk.....	May 31, '04.....	17:03 $\frac{3}{4}$
20 miles.....	Unpaced	Competition	E. C. Hausman.....	Madison Sq. Garden.....	Sept. 28, '01.....	46:06 $\frac{1}{2}$
20 miles.....	Unpaced	Against time.	W. W. Hamilton.....	Denver	July 9, '98.....	47:08 $\frac{3}{4}$
20 miles.....	Paced	Competition	R. A. Walthour.....	Charles River Pk.....	May 31, '04.....	22:37 $\frac{3}{4}$
25 miles.....	Unpaced	Competition	F. L. Kramer.....	Newark	Oct. 25, '08.....	57:26 $\frac{3}{4}$
25 miles.....	Unpaced	Against time.	W. W. Hamilton.....	Denver	July 9, '98.....	59:13 $\frac{3}{4}$
25 miles.....	Paced	Competition	R. A. Walthour.....	Charles River Pk.....	May 31, '04.....	28:15 $\frac{1}{2}$
50 miles.....	Paced	Competition	Harry Caldwell.....	Charles River Pk.....	Sept. 1, '03.....	59:59
50 miles.....	Unpaced	Competition	Hervy .....	.....	.....	2:10:15 $\frac{1}{2}$
100 miles.....	Unpaced	Competition	Jeack .....	.....	.....	4:55:07 $\frac{1}{2}$
100 miles.....	Paced	Competition	Harry Caldwell.....	Revere Beach	Sept. 5, '04.....	2:48:11 $\frac{1}{2}$
28 m. 19 yds.....	Unpaced	Competition	Woody Hedspeth.....	Dayton, O.	July 31, '02.....	1:00:00
25 m. 600 yds.†.....	Unpaced	Against time.	W. W. Hamilton.....	Denver	July 9, '98.....	1:00:00
50 m. 3 yds.†.....	Paced	Competition	Harry Caldwell.....	Charles River Pk.....	Sept. 1, '03.....	1:00:00
61 m. 904 $\frac{1}{2}$ yds.....	Unpaced	Against time.	A. E. Wills.....	Munich	Aug. 17, '08.....	1:00:00
25 m. 1598 yds.....	Unpaced	Against time.	Berthet	Buffalo, Paris.....	June 21, '07.....	1:00:00
31 m. 1594 yds.....	Human paced.	Competition	Brocco	Paris	Aug. 30, '08.....	1:00:00
106 m. 1498 yds.....	Paced	Competition	A. Vanderstuyft.....	Leipzig	Oct. 11, '08.....	2:00:00
77 m. 440 yds.†.....	Paced	Competition	James F. Moran.....	Revere	Aug. 8, '03.....	2:00:00
144 m. 618 yds.....	Paced	Competition	Fritz Theile.....	Berlin	Aug. 30, '08.....	3:00:00
106 m. 900 yds.†.....	Paced	Competition	Harry Caldwell.....	Revere	Sept. 5, '04.....	3:00:00
169 m. 938 yds.....	Human paced.	Competition	L. Georget.....	Paris	Sept. 6, '08.....	6:00:00
312 m. 880 yds.†.....	Paced	Competition	B. W. Pierce.....	Waltham	July 3, '99.....	12:00:00
474 m. 1481 yds.....	Paced	Competition	Emil Bouhours.....	Paris	Mar. 24, '06.....	12:00:00
322 m. 1619 yds.....	Human paced.	Competition	L. Georget.....	Paris	Sept. 6, '08.....	12:00:00
528 m. 925 yds.†.....	Paced	Competition	John Lawson.....	Los Angeles	June 10, '00.....	24:00:00
815 m. 291 yds.....	Paced	Competition	Emil Bouhours.....	Paris	Mar. 24, '06.....	24:00:00
603 m. 1120 yds.....	Human paced.	Competition	L. Georget.....	Paris	Sept. 6, '08.....	24:00:00
100 kilo.....	Paced	Against time.	A. E. Wills.....	Munich	Aug. 17, '08.....	1:00:34

† American records.

* Made in handicap.

Where no notation is made, world's record is understood.

STRAIGHTAWAY RECORDS.

$\frac{1}{4}$ mile.....	Unpaced	Competition	Joe Fogler.....	Daytona	Mch. 23, '09.....	0:30 $\frac{1}{2}$
$\frac{1}{2}$ mile.....	Unpaced	Competition	Joe Fogler.....	Daytona	Mch. 24, '09.....	0:47 $\frac{1}{2}$
2 miles.....	Unpaced	Competition	Joe Fogler.....	Daytona	Mch. 24, '09.....	3:45 $\frac{1}{2}$
1 mile.....	Motor paced.	Against time.	Fred Hill	Daytona	Mch. 26, '09.....	1:19 $\frac{1}{2}$
1 mile.....	Auto. paced.	Against time.	E. L. Collins.....	Daytona	Mch. 26, '09.....	0:58 $\frac{3}{4}$

PROFESSIONAL TANDEM—FLYING START.

1 mile.....	Unpaced	Competition	Kramer-Fogler	Newark	June 28, '08.....	1:51
2 miles.....	Unpaced	Competition	Kramer-Fogler	Newark	Aug. 23, '08.....	3:46 $\frac{3}{4}$
5 miles.....	Unpaced	Competition	Clarke-Mayer	Saltair	June 28, '08.....	9:50 $\frac{3}{4}$

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RECENT PATENTS.

908,455. Back Pedaling Coaster Brake. Frederick S. Ellett, Elmira, N. Y., assignor to Eclipse Machine Company, Elmira, N. Y. Filed April 30, 1908. Serial No. 430,228.

1. The combination with a wheel hub and an anchored brake, of a driven for the hub and brake, normally disconnected from both; a longitudinally shiftable connector, having an outwardly projecting sleeve adapted to support the driver; and means whereby rotation of said driver upon said sleeve serves to shift said connector longitudinally to connect operatively the driver with the brake; substantially as shown and described.

908,583. Changeable Speed Gearing for Motorcycles. Carl H. Lang, Chicago, Ill. Filed Jan. 28, 1908. Serial No. 413,146.

1. The combination with a motor shaft, of a drive element mounted thereon, a pulley mounted for revoluble movement on the drive element and provided with a gear wheel, a gear case mounted alongside of said pulley and inclosing said gear wheel, relatively small and large pinions mounted side by side in said case and rigidly connected together, the small pinion meshing with said gear wheel, a pinion fast on the drive element and meshing with the large pinion within the gear case, means for directly connecting the drive element with the gear case and the gear case with the pulley, whereby to lock the pinions together and effect the direct rotation of the pulley, and means for holding the gear case stationary, as and for the purpose set forth.

908,764. Carburetter for Explosive Engines. Louis P. Fosnot, Reading, Pa., assignor, by mesne assignments, to Reading Standard Company, a Corporation of Pennsylvania. Filed Sept. 13, 1906. Serial No. 334,368.

1. In a carburetter having a cylindrical mixing chamber with side outlet near one end thereof, and a central hydrocarbon inlet and an air inlet chamber surrounding the same at the other end, a hollow conical partition in said air inlet chamber, a cylindrical

air cut-off valve in said mixing chamber seating on said conical partition and a separately formed and independently mounted throttle valve for said outlet operatively connected to said cut-off valve, substantially as set forth.

908,993. Shock Absorber. Raymond Huber, North Plainfield, N. J., assignor of one-half to Richard Moldenke, Watchung, N. J. Filed Jan. 24, 1908. Serial No. 412,518.

In a shock absorber for bicycles the combination with a frame, of a link connected therewith, adapted to form a bearing for the axle, a spring connected at one end to the frame and at the opposite end to the link, and means for connecting the spring at different points throughout its length to the frame whereby to adjust the tension of the spring.

910,369. Process of Depositing Metals upon and in combination with Metals or Metal Articles. Frederick W. Gauntlett, London, England, assignor of one-half to The Sherardizing Syndicate, Limited, London, England. Filed April 16, 1907. Serial No. 368,592.

1. The process of depositing metals upon metals, which process consists in applying to the metal to be coated a mixture of the coating metal or metallic compound in finely divided form, and a large quantity of the substance, not being an oxid of the coating metal, which is chemically inert to the coating material at the temperature necessary for depositing the metallic coating upon, and in combination with the foundation metal, and submitting the whole to heat, the inert substance being present in a quantity equal to and preferably in excess of that of the coating material, substantially as described.

911,174. Crank Hanger. Dwight B. Stephenson, Sierra Madre, Cal. Filed Nov. 18, 1907. Serial No. 402,681.

1. In a device of the class described, a crank shaft divided obliquely into two sections; a sleeve rigidly keyed to both sections of said crank shaft; and means to hold the sections together.



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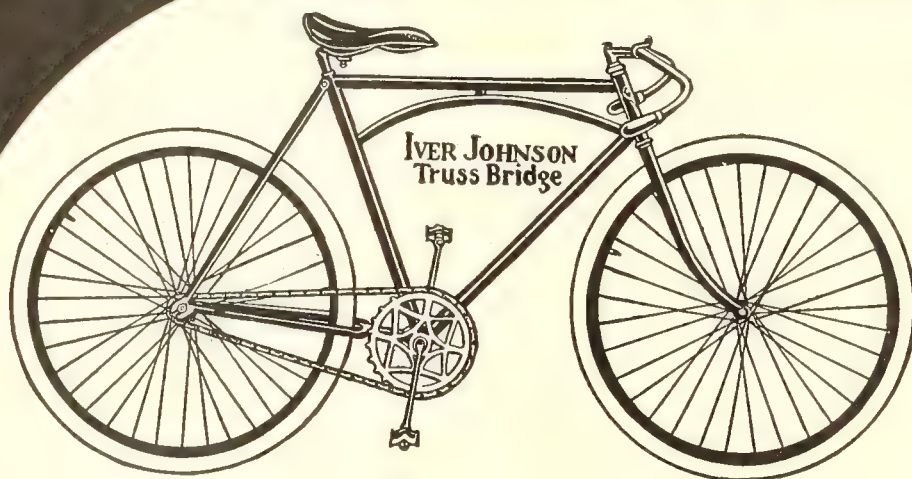
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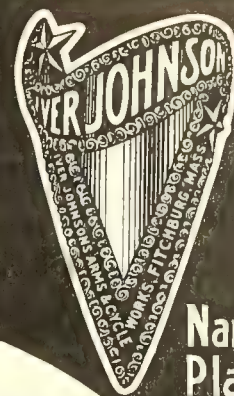
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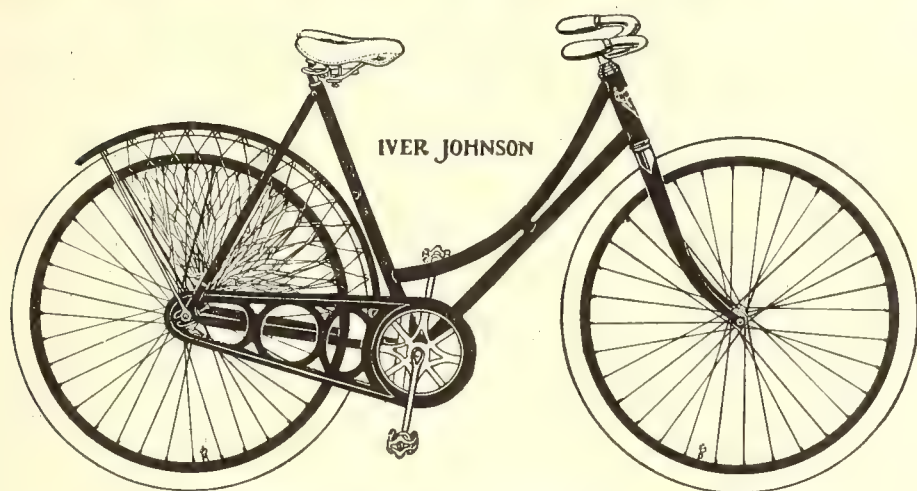
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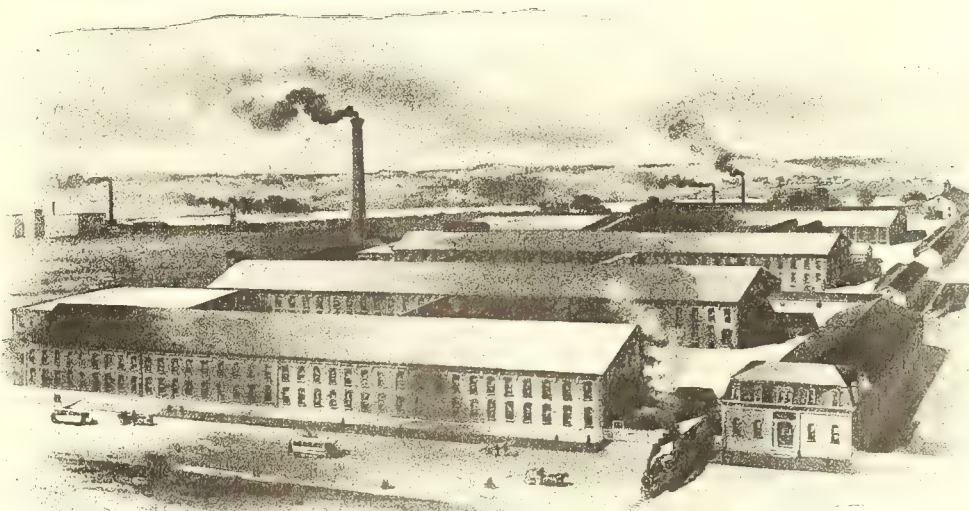
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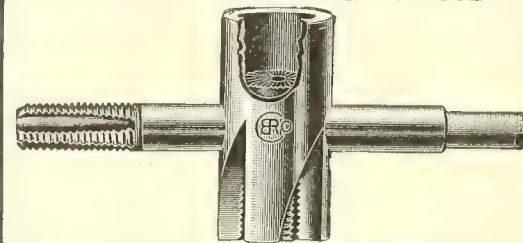


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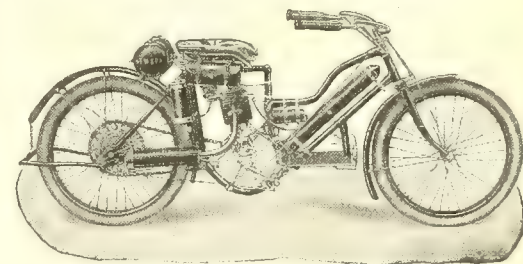
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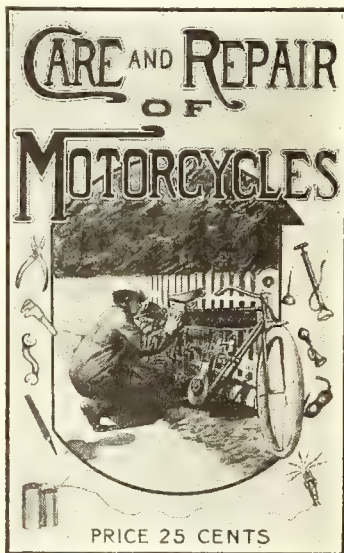
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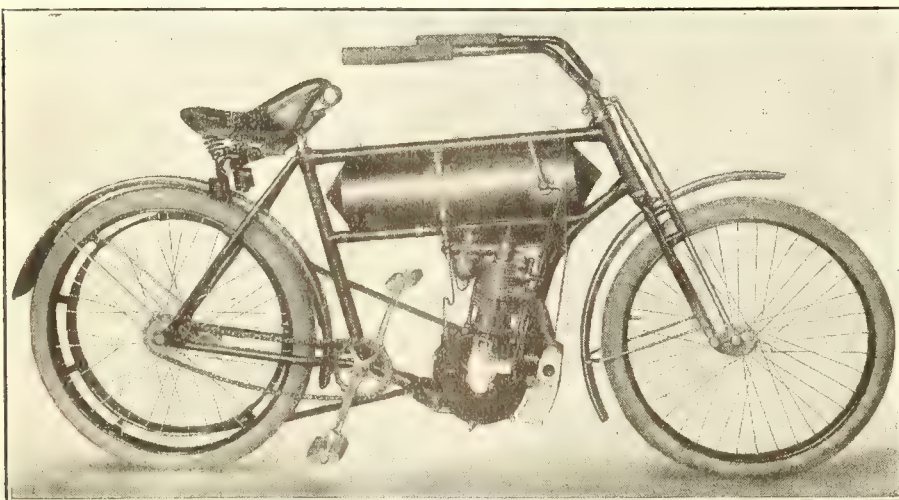
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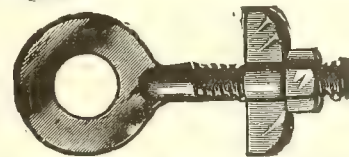
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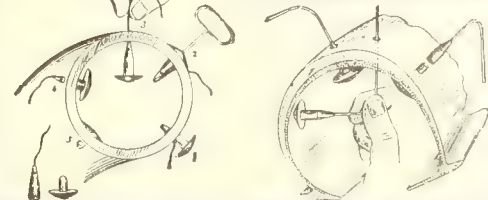
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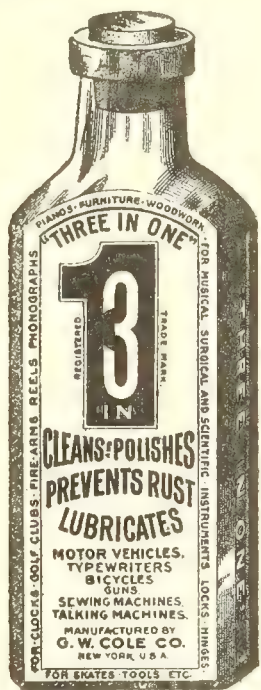
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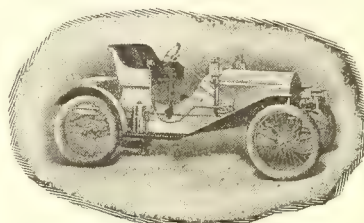
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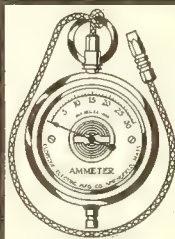
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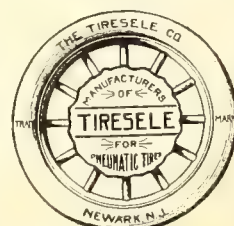
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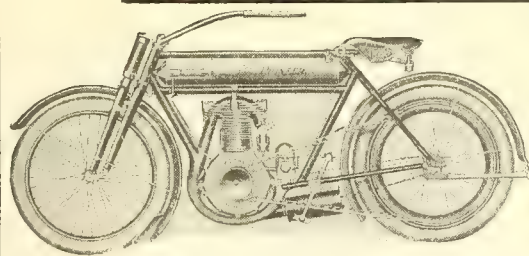
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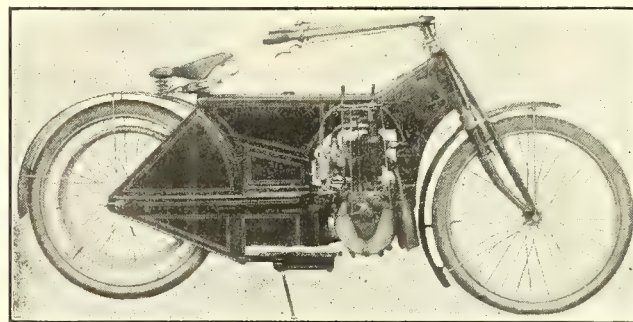
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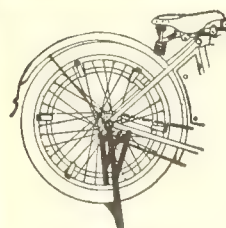
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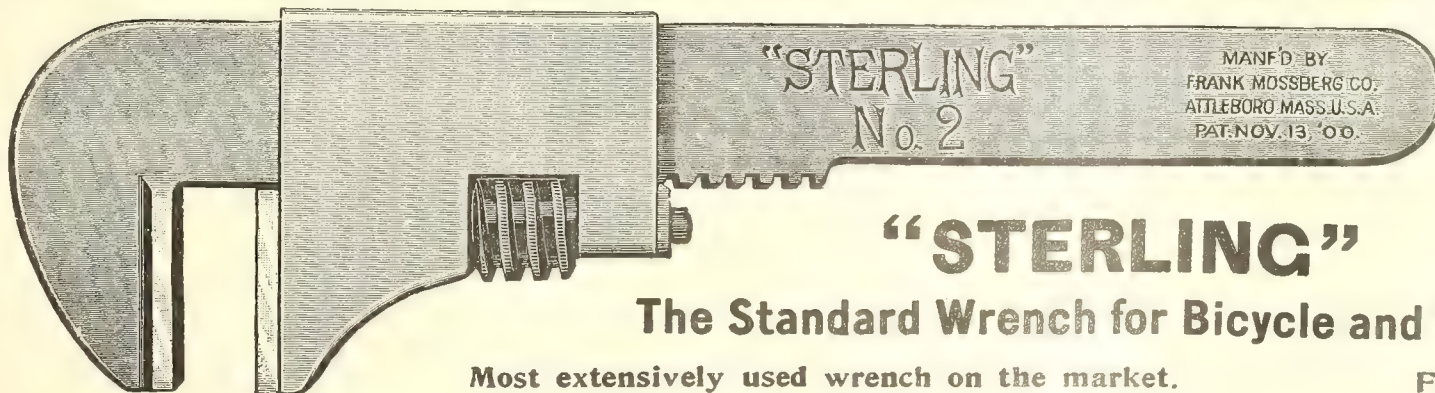
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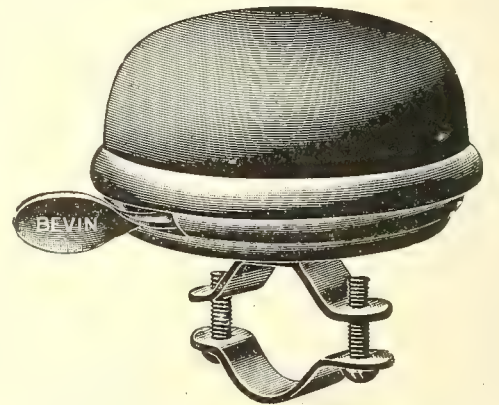
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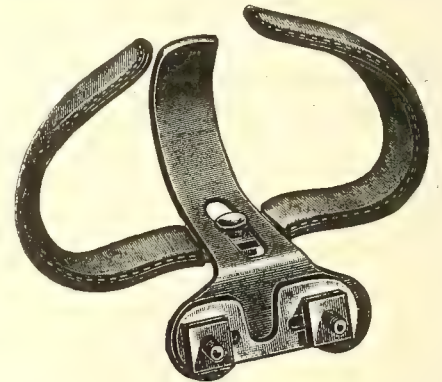
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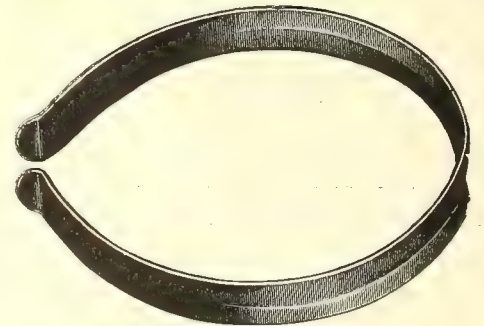
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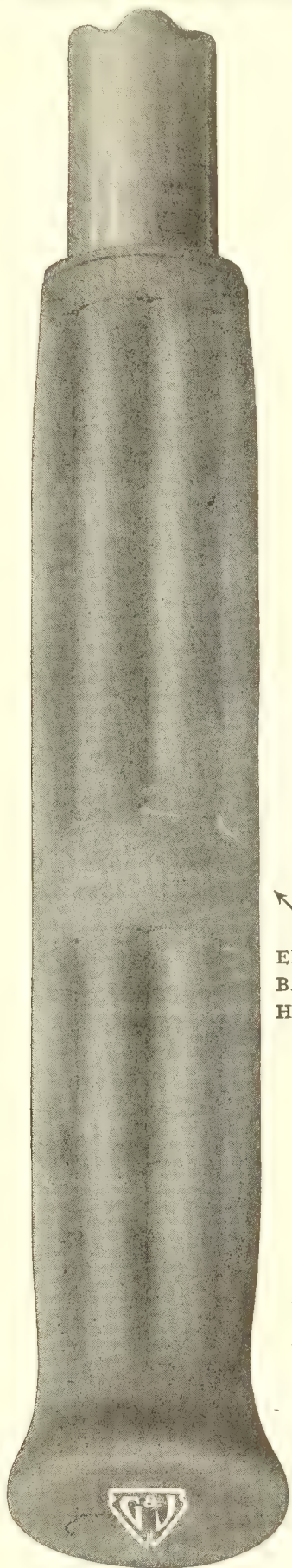
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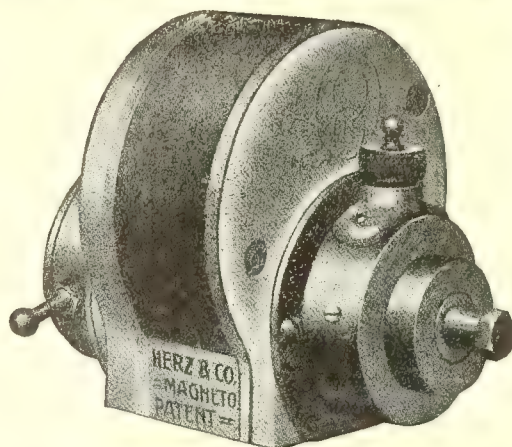
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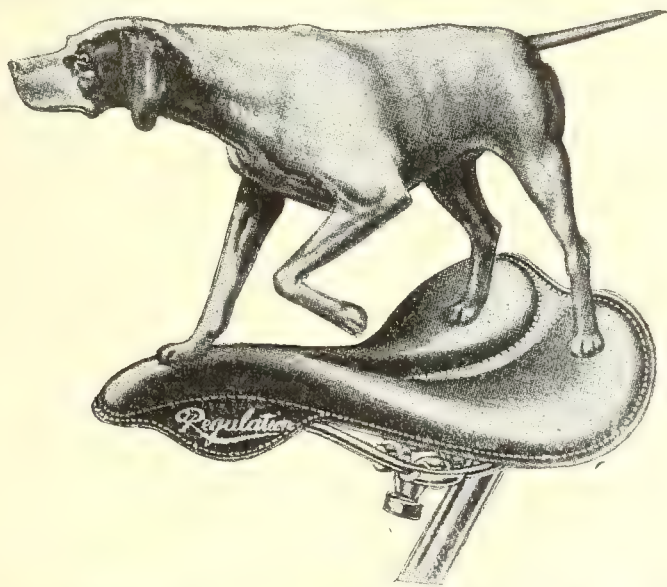
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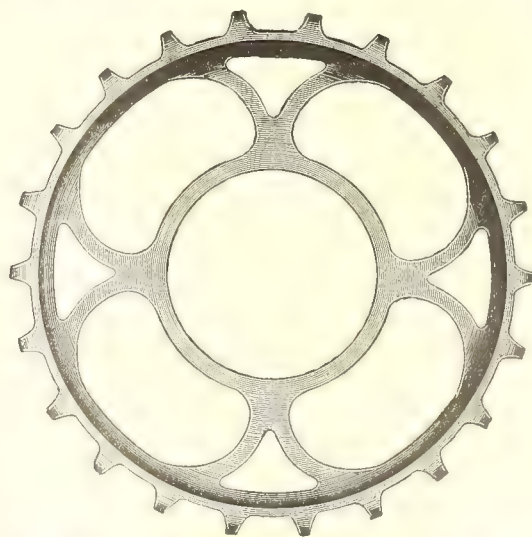
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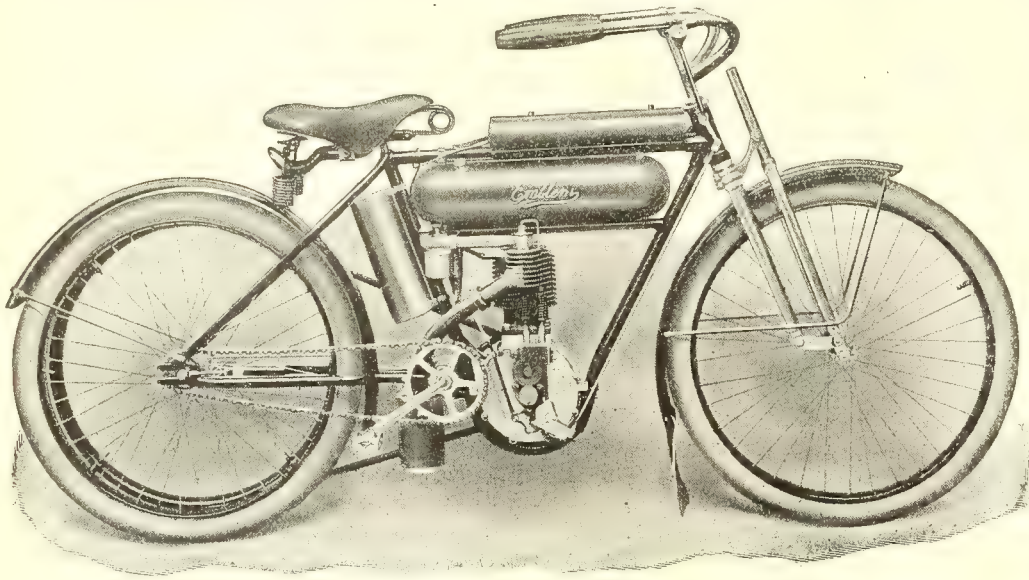
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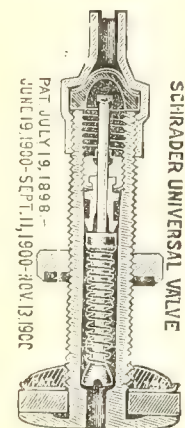
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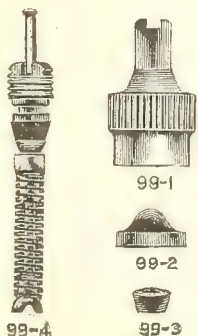
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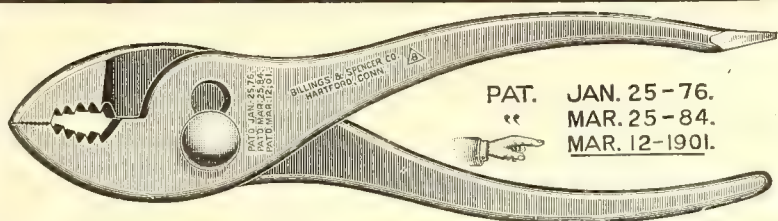
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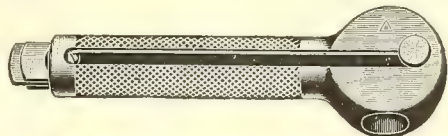
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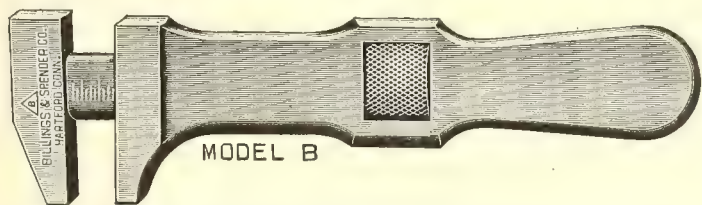




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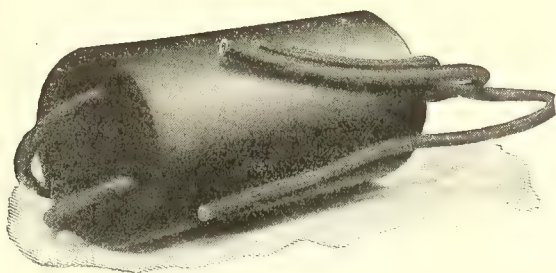
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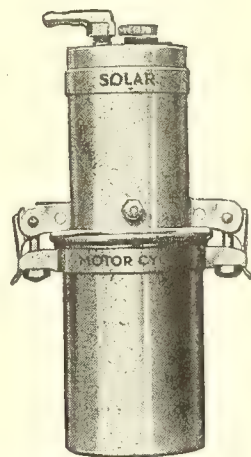
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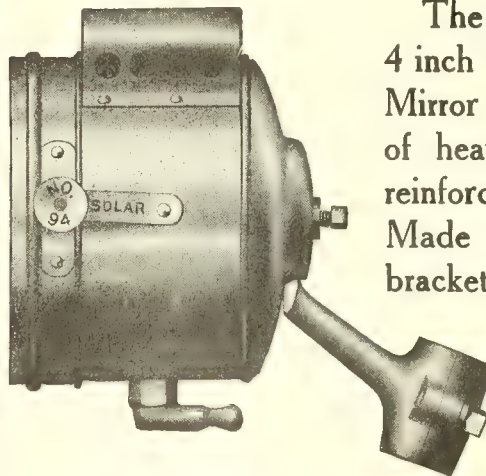
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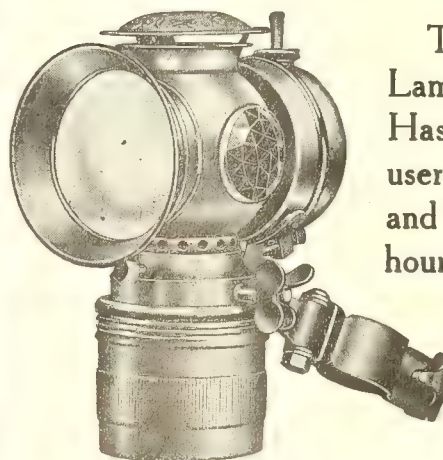
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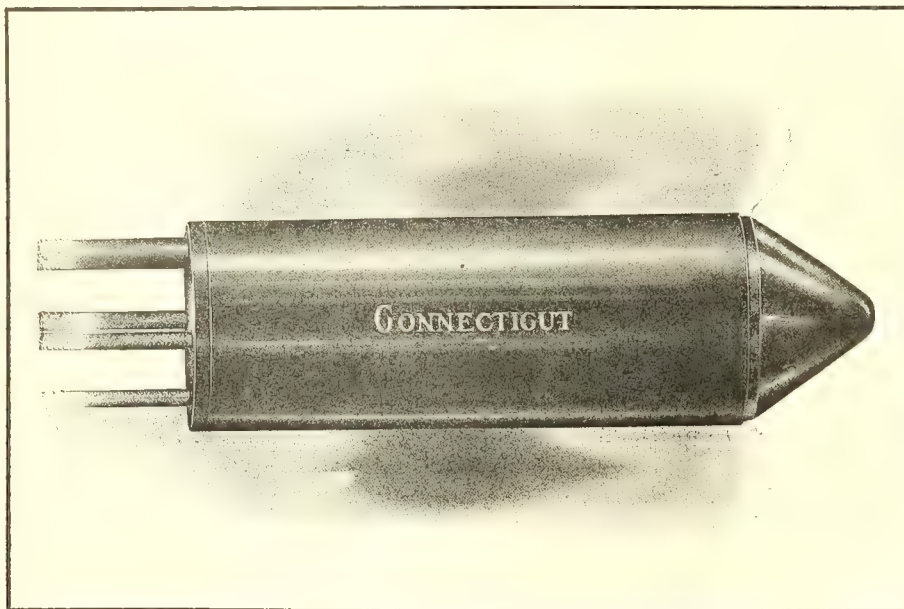
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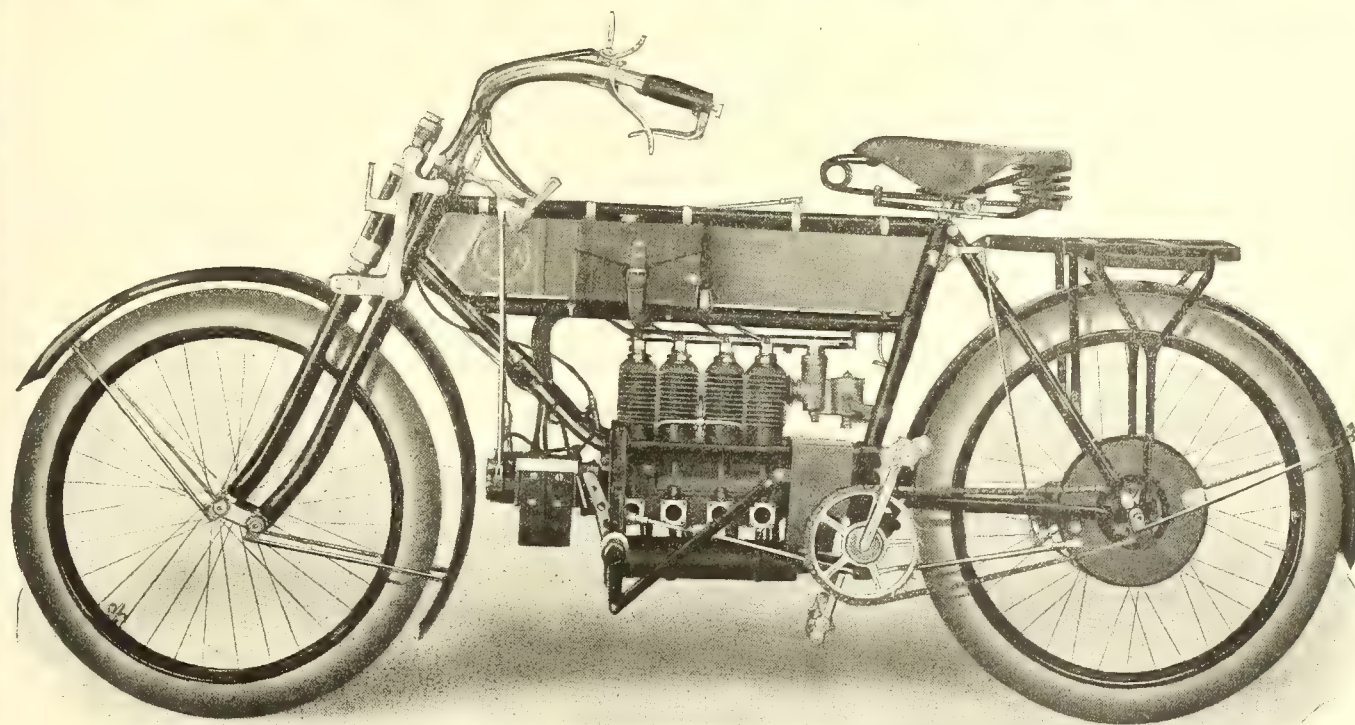
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JOS. STRAUSS & SON, Buffalo, N. Y.

1909 F. N. BIG FOUR



Yes, we cut down our advertisements. No use increasing the demand for Big Fours when we had sold all we had in sight. Now the Big F. N. factory are turning them out more rapidly and we can deliver if you

Decide at once to ride the Best

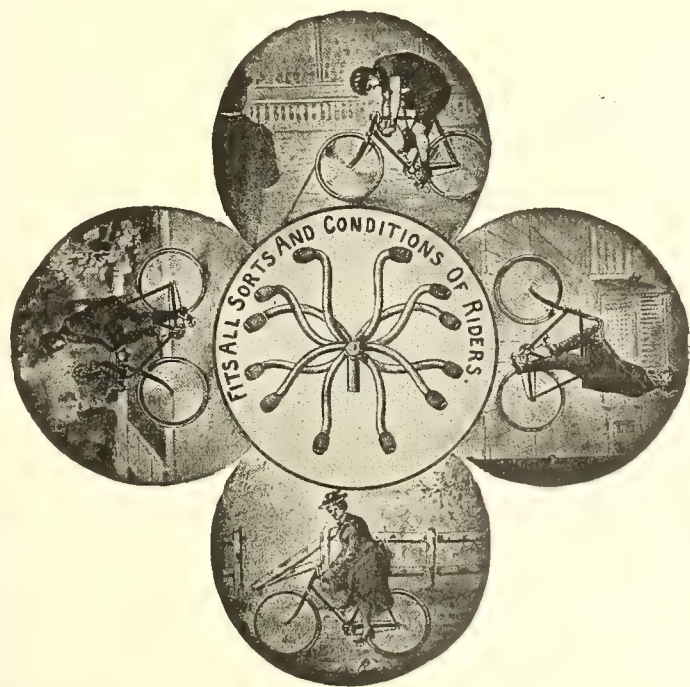
i. e.

"The Motorcycle for Gentlemen"

OVINGTON MOTOR COMPANY, 2236 Broadway, New York

WORLD WIDE IS THE NAME AND FAME
OF

Kelly Adjustable Handle Bars



¶ The first, it was, is, and always will be best.

¶ Sound mechanical principles is the reason.

Truly the Standard Bar of the World

¶ Twenty-five different positions.

¶ Just as many reasons for perfect satisfaction.

¶ Our new No. 8 Bar, 24 inches wide, 6 inches raise or drop is having a big sale.

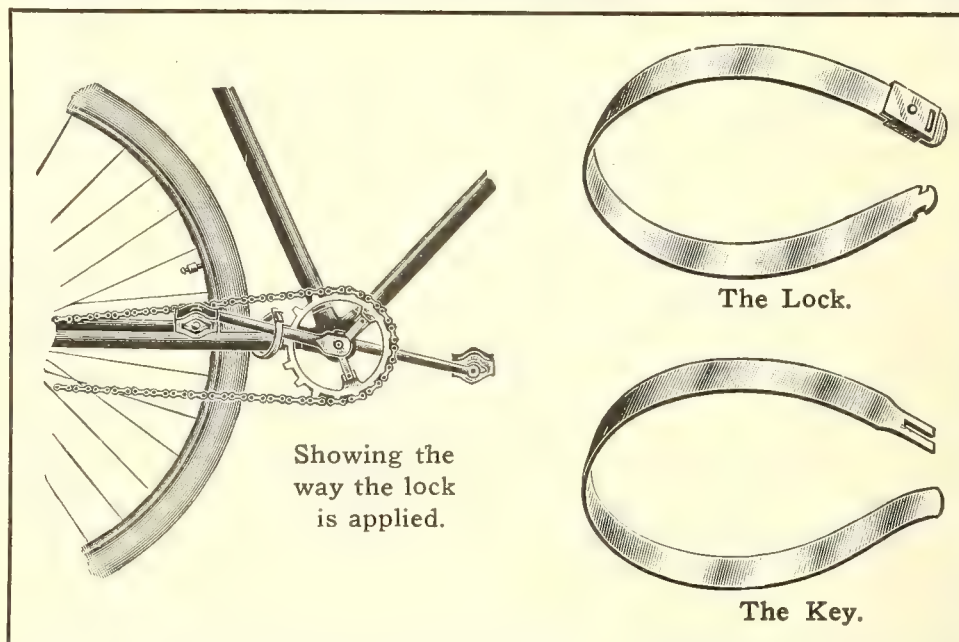
¶ Catalogued by all jobbers and on Sale by all live dealers.

KELLY HANDLE BAR CO.

CLEVELAND, OHIO

Thousands of Bicycles Are Being Stolen— Protect Yours!

A LOCK AND A TROUSER GUARD For Bicycles and Motorcycles



The National Combined Lock and Trousers Guards come in pairs of which one guard is a lock and the other the key. When dismounting, the rider simply slips the locking guard around one crank and the chain stay of the machine, which locks the cranks in such a position that they cannot be rotated or the machine ridden. To unlock it the slotted end of the other guard is merely pressed into the lock. The guards are made of clock spring steel tempered in oil, and are highly finished.

BY MAIL, 25 CENTS PER PAIR. Liberal Discounts to the Trade.

SEND FOR OUR CATALOG.

VIM CYCLE & HARDWARE CO., 228-230 Broadway, Buffalo, N. Y.

The Largest Jobbers in Western New York State, Pennsylvania and Ohio.

WHEN YOU BUY

Motorcycle Accessories

BUY FROM

Motorcycle Specialists

We've been specializing on such things for many years and

OUR 1909 CATALOG

comprises the results of our long experience. We've sifted the wheat from the chaff—the catch-pennies from the “real things,” and have listed every genuinely useful article for which the motorcyclist has need.

Send for a Copy

F. A. BAKER & COMPANY, 37 Warren Street, New York

Distributors of Indian Motorcycles, Pierce Motorcycles and Bicycles for Greater New York and Long Island.

The Marvel of the Motorcycle Age

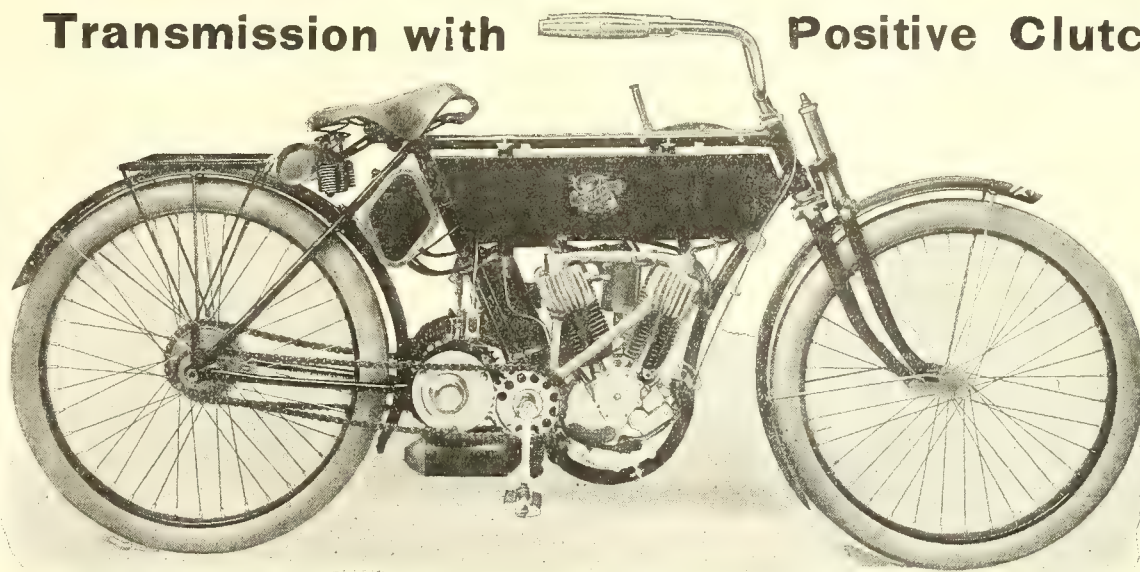
THE MINNEAPOLIS TWO-SPEED

Transmission with Positive Clutch**FREE ENGINE**

Standing start even with side car. Ease of pedaling or pushing machine. Added pleasure in coasting.

LOW GEAR

Power to climb hills. Ability to ride through crowded streets, over rough or sandy roads, and up hills too rough to speed.

**HIGH GEAR**

Saves engine, gasoline and oil on level or down grades. Added ease of throwing out engine and use of transmission as a brake.

The first and only machine to ascend Stewart Hill, Fall River, Mass.

Also a complete line of Direct Drive Machines. Chain or Belt. Prices to suit everybody. THOR MOTORS and entire equipment the best obtainable.

MINNEAPOLIS MOTORCYCLE CO., Inc. 517 S. 7th St. Minneapolis, Minn.

The Sidney B. Roby Co.

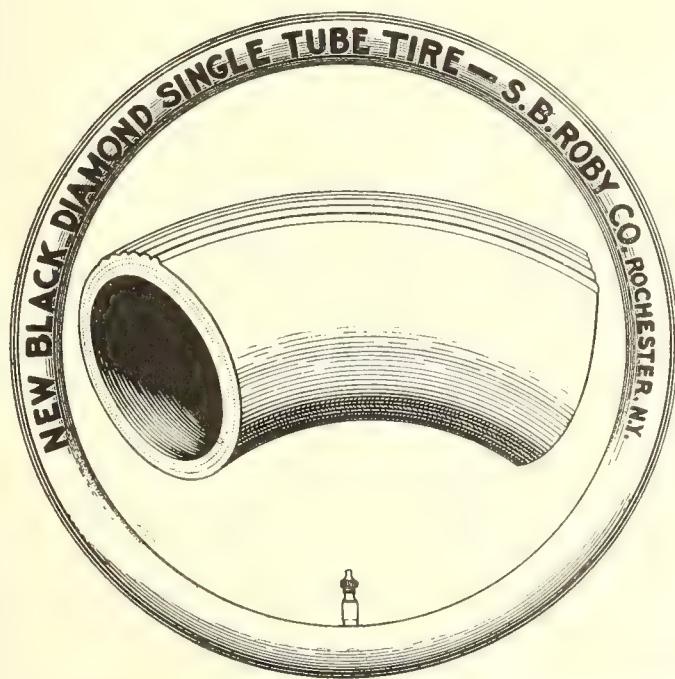
Rochester, N. Y.

Bicycle and Motorcycle Sundries

Get Prices on This One
Our Leader in Bicycle Tires

CATALOG ON APPLICATION

Full Line of Automobile Supplies



"Imitation is Flattery"

YES—BUT

The American People
Stand for Fair Play

AND

WE BELIEVE IT

¶ Bar and Stems listed in many catalogues as IDEAL are imitations—never saw our factory and began life many miles west of Massachusetts. Look for our name on the collar and wrapper of Bar Tops and down stem of Stems and Seat Posts—the grade, too, is there.

¶ Remember, IDEAL goods are made by and only by

THE IDEAL PLATING CO.
Marlboro, Mass.

Don't Pay for Something You Don't Get!

Don't Guess At It!

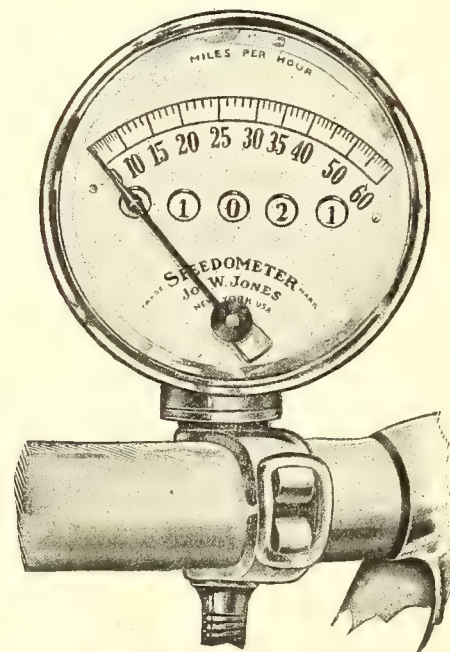
Be sure. Know how far you go—how fast you travel. The manufacturer of your machine tells you to "Give her a pump full of oil" every 8 miles, or 10 miles. You can't do it, unless you

Use a Jones Speedometer

This instrument, with mileage indicator, is made of the same selected materials and by the same skilled workmen that make the famous Jones automobile speedometer. It has a 3 inch dial, 60 mile scale and season mileage indicator. It is built for motorcycle use—the hand is always steady. Buy a Jones—

"Accurate to a Whisper."

Jones Speedometer Dept.
OF THE
United Manufacturers, Inc.
Broadway and 76th Street, NEW YORK



Get the Money BY HANDLING Money-Getters

WE make good bicycles and sell them to live dealers who make good money and satisfied customers.

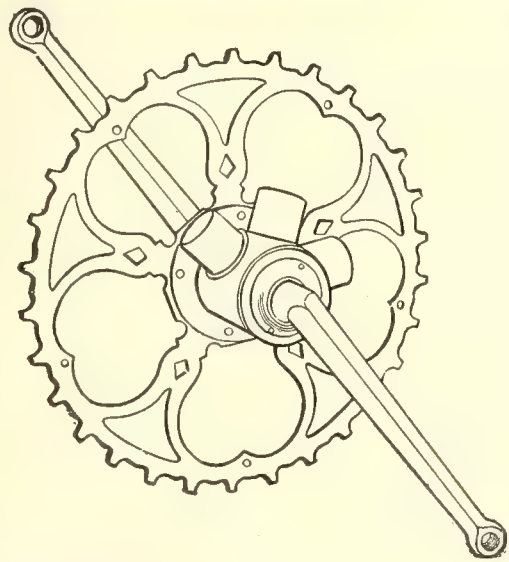
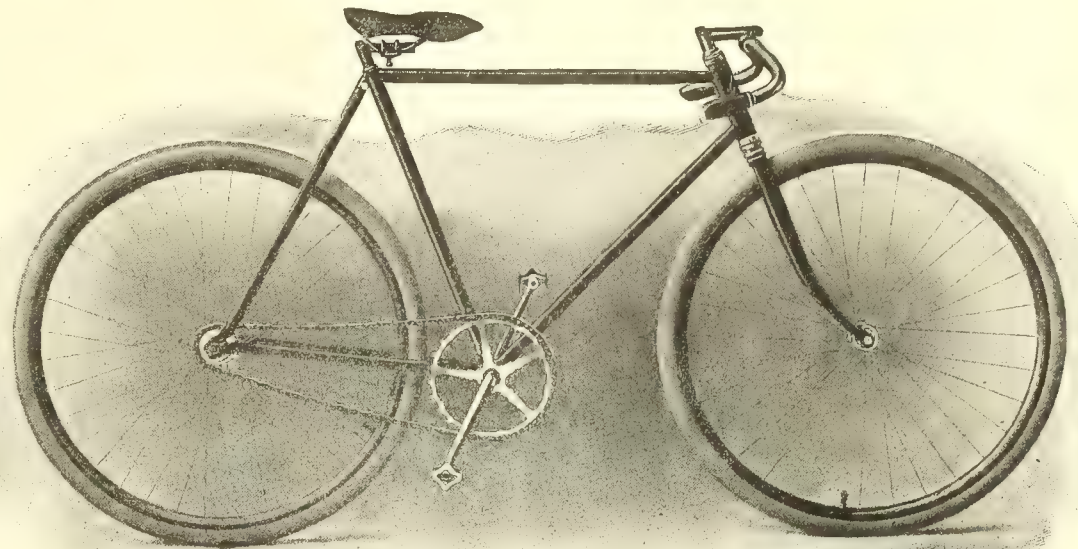
We have been making good bicycles for a good many years and most of the agents who started with us are still with us.

Our proposition is just a little bit better than any one else's, taking quality, style and price into consideration.

Our agency terms are liberal, our treatment fair and our future assured. The live agent can insure his own future in no better way than by tying up with us. Write for our proposition. It surely is worth a two-cent stamp.

Our 1909 Catalogue is Now Ready.

GREAT WESTERN MANUFACTURING CO., Laporte, Ind.



The whole reputation of the bicycle trade can safely hang on

FAUBER HANGERS

THEY are so good, have always been so good, that their very goodness passes unnoticed, unless for a reminder.

Fauber Hangers have been used in so many thousands of bicycles for so many years, that "Fauber Hanger, Of Course," has been part of the creed of every salesman of good bicycles.

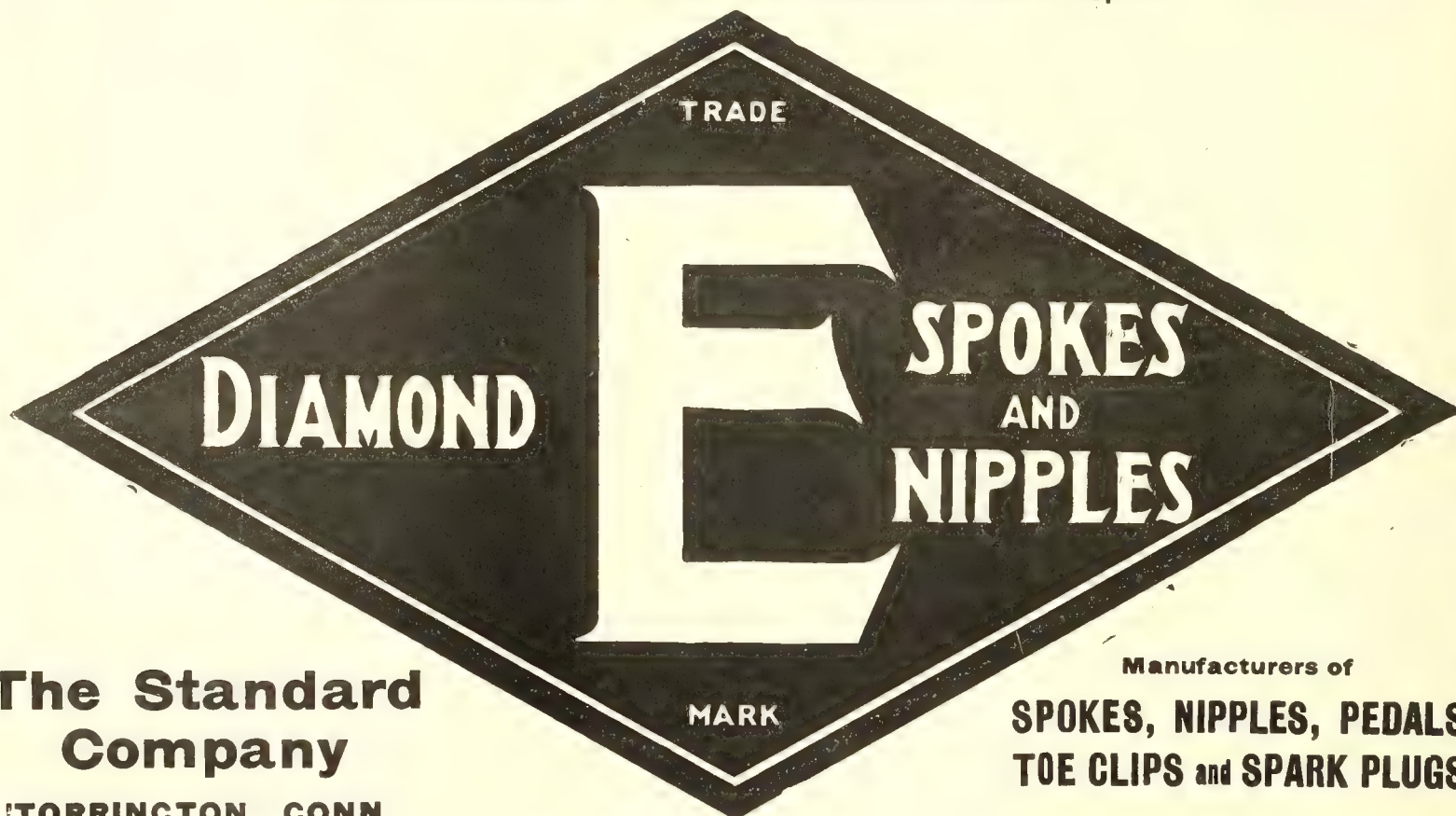
We make Fauber Hangers on the same high plane of quality on which they have ever been made and furnish them to all makers who are willing to pay what a Fauber Hanger is worth.

You can get this most essential part of a good bicycle by specifying and *insisting* upon it.

There isn't any good reason, except price, why Fauber Hangers shouldn't be a part of any bicycle that is claimed to be high-class, or even really good.

GREAT WESTERN MFG. CO., Laporte, Ind.

Look for the Diamond E Trade Mark Stamped on Every Spoke



**The Standard
Company**
HARTFORD, CONN.

Manufacturers of
**SPOKES, NIPPLES, PEDALS
TOE CLIPS and SPARK PLUGS**

AUTOMOBILE DEALERS

Send for our complete annual Catalogue of

MOTOR CAR SUPPLIES

—AND—

MOTORCYCLE SUNDRIES

with dealers' money saving price list, just off the press.

This is the most complete catalogue ever issued and no enterprising dealer can afford to be without it.

Use business letter head or send business card when writing as our business is wholesale and we only solicit business from legitimate dealers.

THE POST & LESTER COMPANY, Hartford, Conn.

BRANCHES:

BOSTON, MASS.—288-290 Devonshire St.

BOSTON, MASS.—16 Park Square.

SPRINGFIELD, MASS.—125 Bridge St.

NEW HAVEN, CONN.—1085 Chapel St.

HARTFORD, CONN.—175 Asylum St.

BICYCLE TIRES

You know "our long suit"
has always been

BIG VALUES
ON
BICYCLE TIRES

This year we have outdone
any previous year since the
time when we sprung the
famous Kangaroo deal.
Never have such values
been offered in Bicycle Tires
as we are now giving on

**COLONIAL,
AMERICAN ROAD-
STER, TRINITY**
AND
FEDERAL TIRES

Dealers ask for our special prices

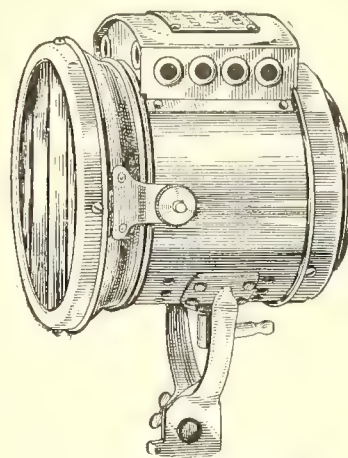
BOSTON CYCLE & SUNDRY CO.

48 HANOVER ST., BOSTON, MASS.

THE 20th Century MOTOR CYCLE HEAD and SEARCHLIGHTS

★ AS FINE AS CAN BE MADE ★

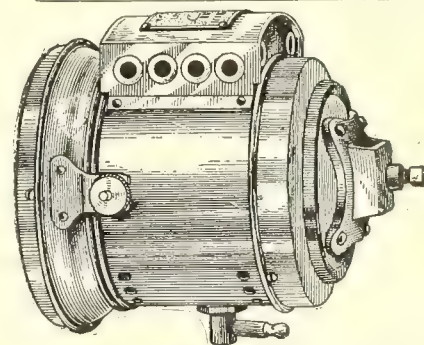
THE SEVERE JAR OF MOTORCYCLES MAKES IT IMPERATIVE THAT ACCESSORIES
SHOULD BE STRONG AND MOTORCYCLISTS APPRECIATING THIS ARE WILLING
TO PAY A FAIR PRICE FOR A GOOD LAMP WITH PROPER ATTACHMENTS.



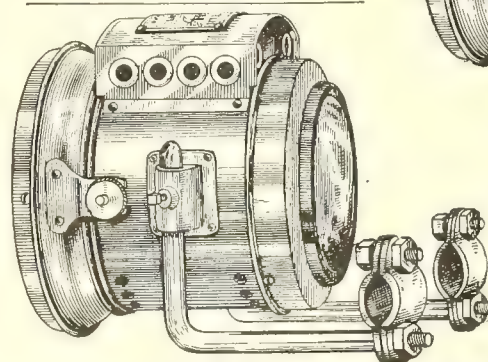
No. 100.
Front Diam., 5 Inches
4-IN. GROUND MANGIN LENS
REFLECTORS

Brass Polished or Nickel Finish

PRICE WITH GENERATOR No. 9
and including
BRACKETS TO FIT DIFFERENT POSI-
TIONS
On Any Motorcycle.....\$12.50
Lamp Only 7.00

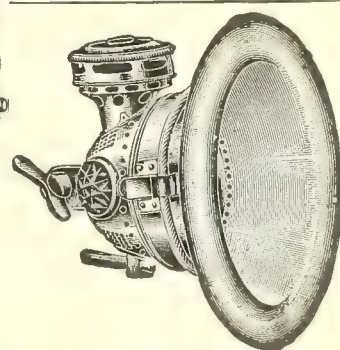


No. 101
Same Description and Prices
Back Lug Uses
LAMP BRACKET NO. 14½

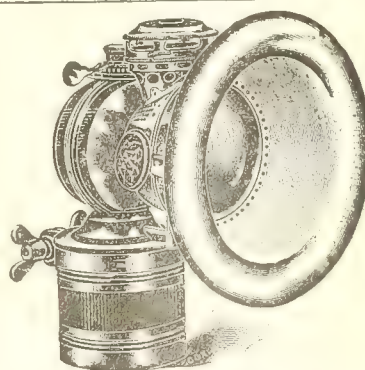


No. 102
Same Description and Prices
With Lug on Each Side
and 2 Prong Bracket No. 14½

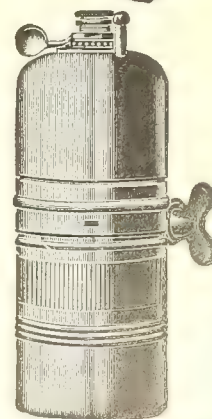
NO. 4—HEAD-LIGHT
The Original "Separate Generator"
MOTORCYCLE LAMP
Now Extensively Used at Home and
Abroad as the Popular Priced Lamp
BRASS-NICKEL—ALUMINUM REFLECTORS
Prices, Including No. 9 Generator, are
according to Brackets from \$6.00 to \$7.50
See Catalogue



NO. 9 GENERATOR (For Above Lamps)
Brass-Nickel. Height, 6 inches. Diam., 2¼ inches
Carbide Capacity, 6 ozs.
Supplies, approximately. Searchlights 5 to 6 hours.
Headlights, 6 to 8 hours



No. 6
On the general Style of No. 4, but
SELF-CONTAINED GENERATOR
always in demand
Price, with No. 1 Bracket.....\$5.00
Extra with higher cost Brackets



DEALERS SERVE THEIR OWN INTERESTS BY HANDLING THE STANDARD 20th CENTURY

FOR FULL LINE "20th CENTURY" BICYCLE, AUTOMOBILE AND BOAT LAMPS
AND GENERATORS, Consult 20th Century Catalogue,

20th CENTURY MFG. CO., 19 Warren St., NEW YORK

Mr. Dealer, Mr. Jobber, Mr. Manufacturer

Would you buy an IMITATION DOLLAR for ONE HUNDRED CENTS, even should it be made of coin silver?

Why purchase an "IDEAL PATTERN" when the "GENUINE IDEAL" is sold at the SAME PRICE.

IDEAL PLATING COMPANY, Marlboro, Mass.

The Splitdorf Motorcycle Plug

enjoys the unique distinction of being the only Motorcycle Plug in America that is imitated

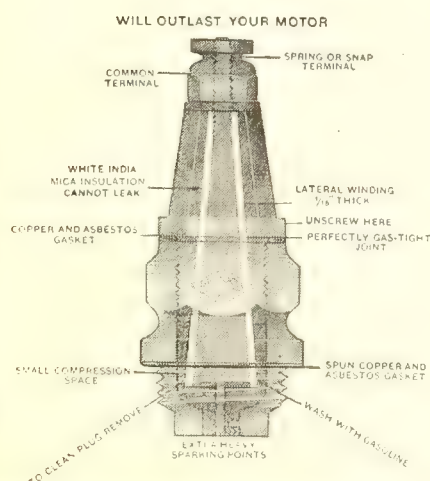
WHY?

Because by far the largest number of experienced motorcyclists prefer it. Because it is the standard equipment of the leading makers, and because of the satisfactory service it gives every user

You who are new in this matter—who for the first time are selecting Plugs for your Motorcycle—cannot follow a safer or surer guide than the expert opinion of experienced motorists.

Ask for the SPLITDORF Plug, and to avoid getting a worthless imitation, see that the SPLITDORF trade-mark is stamped thereon.

Any Plug bearing this stamp will be repaired or replaced without charge. This guarantee proves quality and satisfaction. See that you get it.



C. F. SPLITDORF

Walton Ave. and 138th St.
Branch: 1679 Broadway

New York

A GRIP

That Merits Its Name



It Will Not Slip It Will Not Peel
It Will Not Crack It Will Not Wear Out
It Will Not Sweat The Hands

But it will give comfort and satisfaction and
will add to the appearance of any bicycle

The Wearwell Rubber Grip

is made over a single smooth tube, covered with purest Para gum rubber—soft, elastic, resilient—entirely seamless and shaped to fit the hand. The rubber is firmly secured at both ends by broad ferrules heavily nickel plated on copper. It is carefully made and will fit the handle bars perfectly.

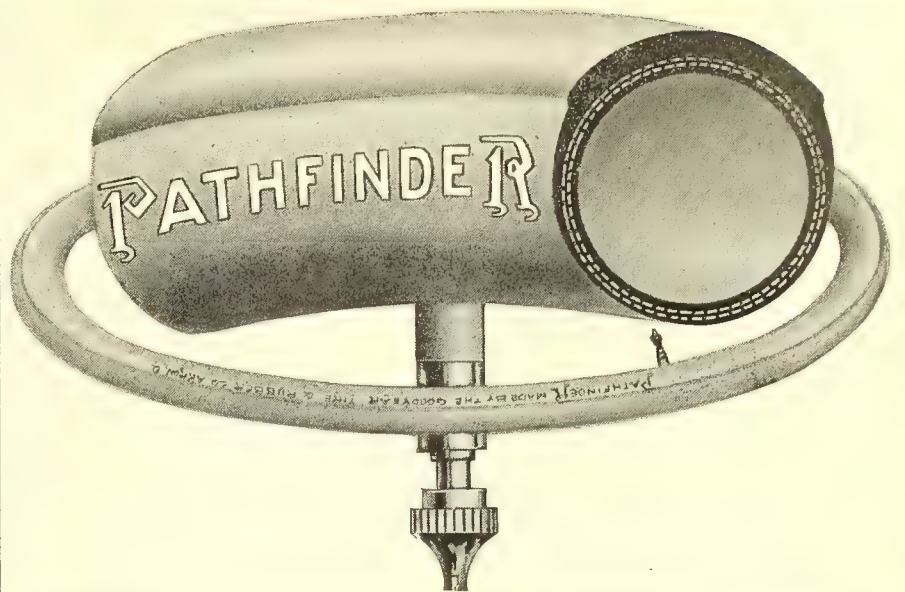
Packed one dozen in a handsome display box

RETAIL PRICE 35 Cents per Pair

TRADE PRICES ON APPLICATION

Haverford Grip Co.

829 Arch St., Philadelphia, Pa.



You Can Repair the Goodyear Pathfinder

That's one thing that brings more bicycle tire customers to the Goodyear Pathfinder dealer.

The Pathfinder single tube tire is so constructed that lasting repairs can be made either by plugs or vulcanization.

Most bicycle tires cannot be repaired. Once they begin to wear out it's the junk pile for them. The reason the Goodyear Pathfinder *can* be repaired is that it is made only of *new rubber* as nearly pure as possible to put in a bicycle tire to vulcanize properly.

Pathfinder rubber is quoted today at \$1.20 a pound. We could use "Lapori" or "Guayule" at 35 cents a pound, or "reclaimed" rubber from old worn out tires, overshoes, etc., at 10c a pound.

But it wouldn't make the kind of tire you get in the Pathfinder.

The fabric in the famous Goodyear Pathfinders is a special closely woven Egyptian. A strip of this fabric one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The Pathfinder's cover is another strong feature. See how tough it is! Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

Remember, more than 375 dealers—one to a town in all parts of the country—are making money on the Goodyear Pathfinder.

It is one of the most popular tires of the Goodyear line—and that's saying a good deal.

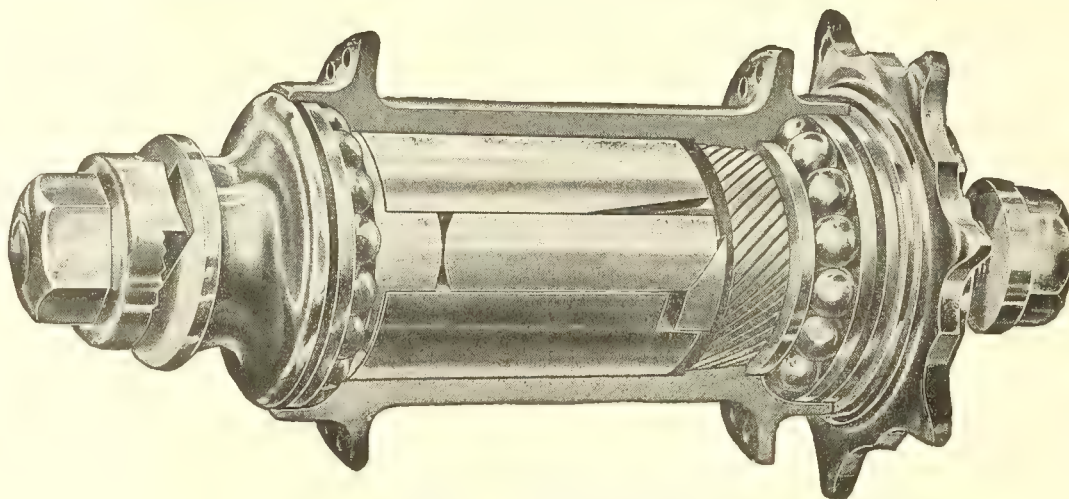
We are sending all Pathfinder agents a quantity of frame guards gratis to distribute among customers. These guards are branded "Pathfinder" and help wonderfully to advertise the tire.

Write us, if we are not represented in your town, and see what there is in it for you. Start a letter today!

The Goodyear Tire & Rubber Company

Moal Street, Akron, Ohio

BRANCHES—Atlanta, 90 North Pryor St.; Boston, 261 Dartmouth St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 East 5th St.; Cleveland, 2005 Euclid Ave.; Denver, 28 West Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. & Broadway; Philadelphia, Broad and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; St. Louis, 3935 Olive St.; San Francisco, 506 Golden Gate Ave.; Washington, 1026 Connecticut Ave.



ECLIPSE BICYCLE COASTER BRAKE

Anyone Who Knows What's What

and who is free from bias, will tell you that there is no coaster brake that is more than mildly comparable with the

ECLIPSE

It is

The Only Coaster Brake Using the Lever Principle

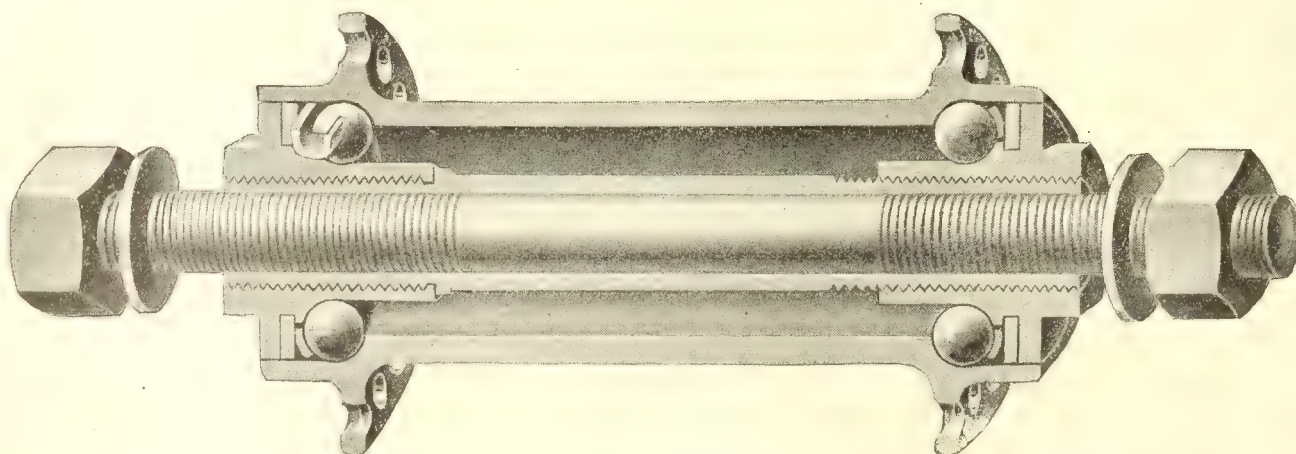
which is the only correct principle, as we discovered by long years of experience; for we were the first in the world to manufacture coaster brakes, and this ripe experience is concentrated in the Eclipse. It is armless; it is unusually strong and compact; it has large braking surface, and it comprises few parts and simple ones, and no springs, rings or other such things which are vulnerable and which spell trouble.

ALL MANUFACTURERS AND JOBBERS WILL SUPPLY IT

Our printed matter is particularly informing; it deals with facts and not glittering generalities.

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

LICENSED COASTER BRAKE MANUFACTURERS



ECLIPSE KNOCK-OUT FRONT AXLE FOR BICYCLES AND MOTORCYCLES.
Permits Front Wheel to be Removed Without Disturbing the Bearings.



Kokomo Tires

will

Sustain the Reputation

of any bicycle

(or motor bicycle)

and

Earn Good Will

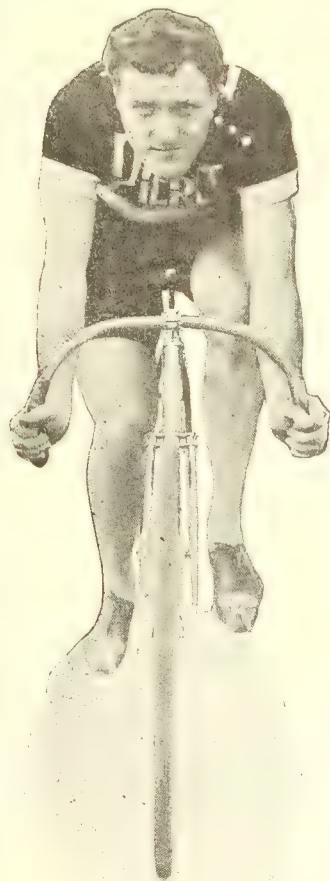
for every dealer
who sells them

They've been doing
it for many years



Kokomo Rubber Co.,

Kokomo, Ind.



FRANK L. KRAMER

Kramer Wins Newark Marathon on a Pierce Racer in Sensational Time

[T was but natural that the full distance Marathon race held in Newark, on April 25th, should be won on a Pierce Racer—for the Pierce Racer is always first to the tape. The records for all distances are held by riders of the Pierce. Kramer, who will ride no other make, has won eight consecutive championships. Not only the champion, but practically all the other professional and amateur cracks, use the Pierce Racer as their "ride to win" mount. ¶ Nearly all Pierce agents carry exact duplicates of Kramer's mount in stock.

PIERCE BICYCLES ARE BEST *for* TRACK *or* ROAD

Ask for Catalog. Makers Pierce **VIBRATIONLESS** Motorcycle.

THE PIERCE CYCLE CO. 5 Hanover St. Buffalo, N. Y.

Branches at Oakland, Cal. and Denver, Colo.

MORGAN & WRIGHT MOTORCYCLE TIRES

**are the logical tires to select
as your 1909 equipment.**

It is no idle boast to say that Morgan & Wright tires will be the most popular tire the coming season. Why shouldn't they be? During the past season in every important speed or endurance contest held, they proved themselves to be on a plane above other tires in the matter of wearing quality and service efficiency. It would be strange indeed if other manufacturers could in a few months overcome this big lead in popular favor which we have gained and are determined to keep solely on the genuine merit of our tires.

For the coming year we offer you a tire which can best be described as being thoroly dependable for any kind of service. It will combine every strong point which brought last year's tire so rapidly to the front, together with every improvement which a year of severe testing proved to be desirable.

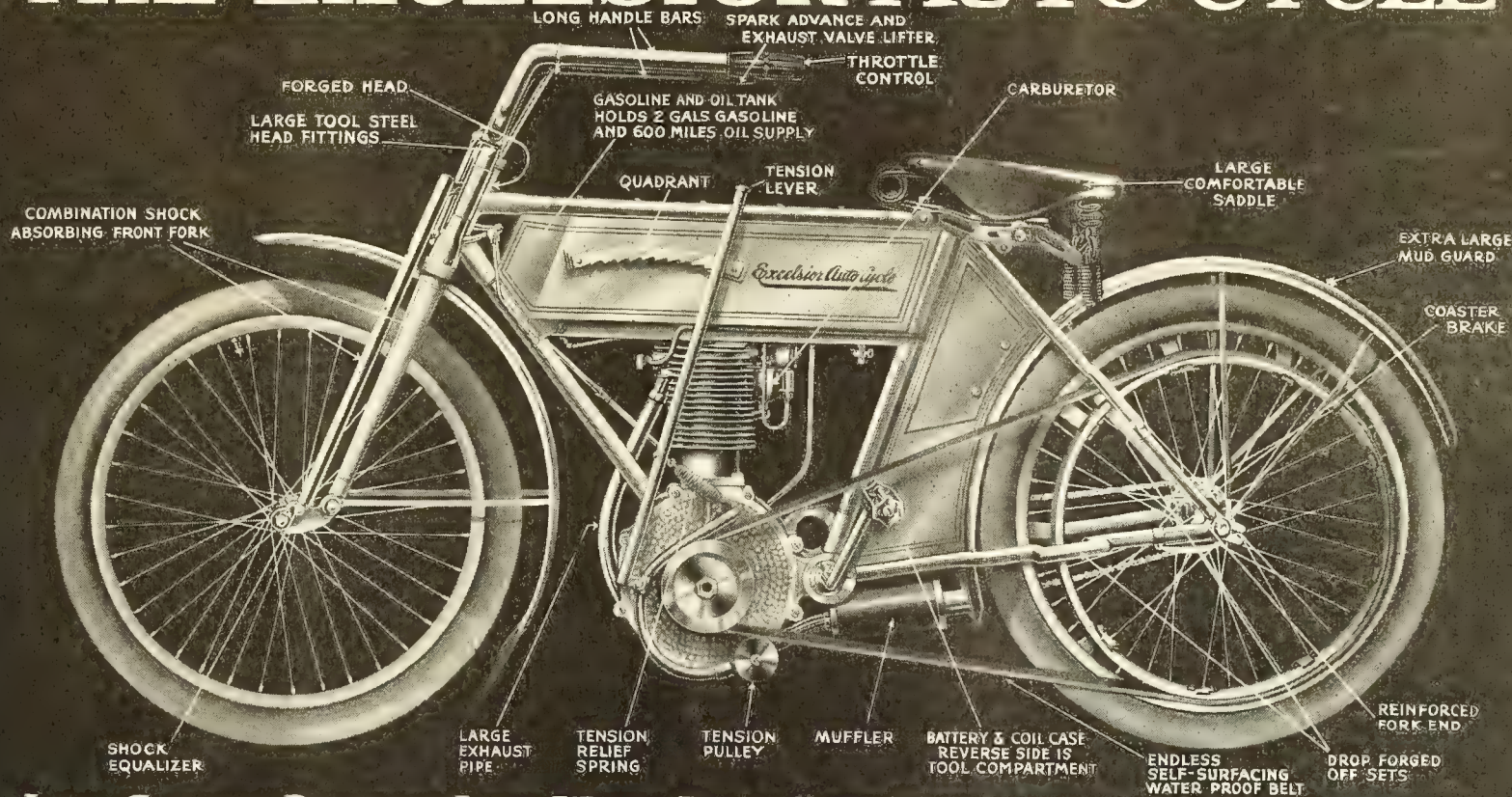
The three popular treads in which they are made, Corrugated, Bailey and Basket Weave, have a fine appearance and will give a "classy" finish to the machines on which they are equipped.

**You can't do better than to specify them on
the machines you order for the coming season.**

Any manufacturer will honor specifications.

MORGAN & WRIGHT, Detroit

THE EXCELSIOR AUTO-CYCLE



LOW SADDLE POSITION—LONG WHEEL BASE—LOW DISPOSITION OF WEIGHT

A Few of the Many Points Wherein THE EXCELSIOR EXCELS

- A **POWERFUL, SILENT, VIBRATIONLESS MOTOR** that is big enough for the job and does not wear itself out by excessive speed to meet the overload.
 - A **STRAIGHT LINE FRAME** that is built on scientific lines, with every point of stress properly reinforced, not merely a collection of tubing bent to dodge the motor and accessories and heavy enough to hold up by main strength and awkwardness.
 - A **LOW, COMFORTABLE SADDLE POSITION** that lowers the center of gravity, eliminates skidding and makes the Excelsior Auto-Cycle the touring car of motorcycles.
 - A **SHOCK-ABSORBING FRONT FORK** that acts along the line of impact, that overcomes all road irregularities without jolt or jar.
 - A **LUBRICATING SYSTEM** that places an abundant quantity of oil where it is needed and keeps it there and not on the outside of the machine or the rider.
 - AN **ACCESSIBLE MACHINE**, in which all parts may be reached with the least possible interference with any other part, and the wheels removed without interference with mud guards or other accessories.
 - INDEPENDENT BELT AND CHAIN ADJUSTMENT**, whereby both belt and chain may be kept at proper tension.
 - LOW SADDLE POSITION AND FREE MOTOR**, enabling the rider to stop at will without stopping the motor, rest comfortably in the saddle with both feet on the ground, and proceed by merely advancing the tension lever and replacing the feet upon the pedals.
 - A **MACHINE THAT IS SOLD AT A FIXED AND INVARIABLE PRICE** by established dealers only, thereby protecting the buyer from depreciation in value through price-cutting by overstocked dealers or curbstone brokers.
- A machine that is backed by the financial strength, factory facilities and sterling reputation of a company that has been in business since 1876.

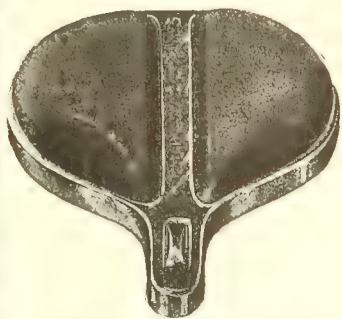
Our new catalog, MC 29, gives full details. Write for it today.

EXCELSIOR SUPPLY COMPANY, (Established 1876) 233-237 Randolph Street, Chicago, Ill.

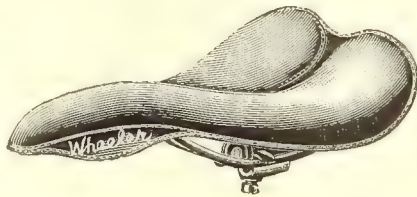
SOME GOOD EXCELSIOR EASTERN TERRITORY

is still open for allotment. If you desire a slice of it, apply to

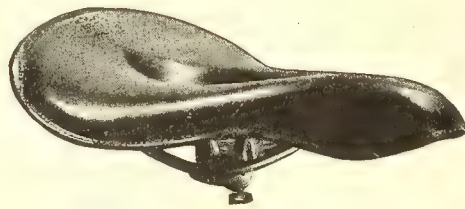
STANLEY T. KELLOGG, Eastern Distributor, 2234 Broadway, New York City



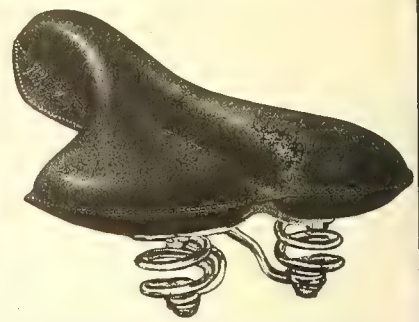
Christy Anatomical



Wheeler Leader No. 390



Garford No. 320



Wheeler Extra No. 21C

THE GENUINE Wheeler, Garford and Christy Saddles

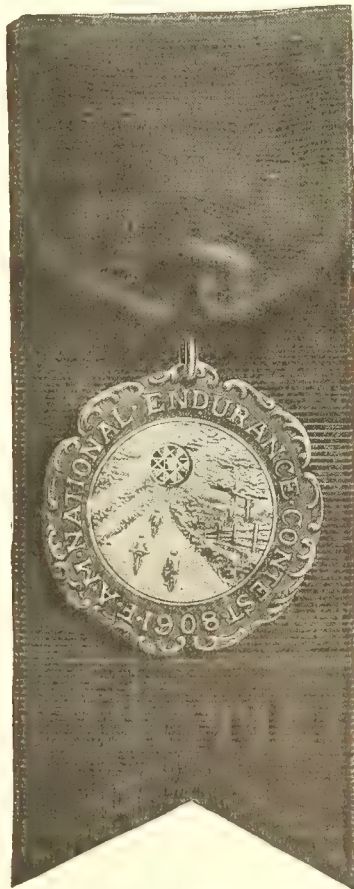
Made at our Westfield Factory

THE most popular styles—used in far greater quantities than any other saddles—far superior to the imitations. Those who have made a comparison of saddles know that in these makes the quality of the leather is better and runs more evenly—that the stitching is better—the nickel finer—the metal parts stronger and the shape more uniform than in the imitations.

Dealers should insist upon having their bicycles equipped with the GENUINE saddles. A finely made, handsome looking saddle, often influences the sale. We invite correspondence relative to contracts and quantity prices. Send for catalogue of complete line.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

WHEN ANY OF THE MANUFACTURERS



who advertise that their motorcycles won the highest award in the 1908 F. A. M. national endurance contest, ask them to prove it by producing the diamond medal that constituted the highest award, and then draw your own conclusions. There was only one such medal awarded and the only manufacturer that can produce it is the

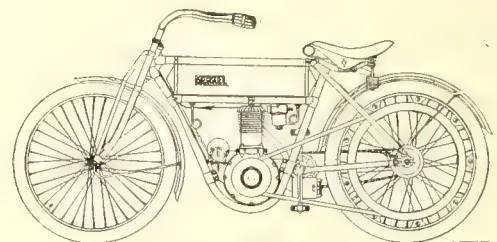
**Harley-Davidson
Motor Company**

MILWAUKEE, WIS.

The accompanying picture shows the medal. Several other second-best medals were awarded, but they all lack the diamond. The Harley-Davidson proved first best.

There's an old saying about "Honor to whom honor is due," and another about "stealing good names."

At the San Francisco Hill Climb March 29th, The Ball Bearing Merkel (Single Cylinder Model)



Outclimbed all Twin Motorcycles
and also beat the best time of all of the automobiles.

If you are looking for a motorcycle of that sort, write us.

MERKEL-LIGHT MOTOR CO.,
Pottstown, Pa.

Why the Goodyear Pathfinder is so Popular

When hundreds of agents write enthusiastic letters about a bicycle tire, there must be a good reason.

That's the case with the Pathfinder Tire.

The answer is that the Pathfinder has solved the trouble for bicycle riders all over the country—and at a price that brings it within the reach of all.

It gives you the easy-riding quality so much sought after—and the durability that you don't often get in a tire springy enough to be comfortable.

The Goodyear Pathfinder Tire is just the right combination.

Gum as nearly pure as possible in a tire that will vulcanize and the best fabric made are used in this tire.

The fabric plays an important part in the resiliency. It is a special closely woven Egyptian which, while it "gives" readily, does not break nor decay.

The reinforcing strip on the cover—made of toughened rubber—prepared by our own patented process—makes the tire wear-resisting without detracting in the least from its springiness.

**"The
Tire
That Has
Made Good"**

We consider the Goodyear Pathfinder the best all-round and most perfectly constructed bicycle tire on the market, and always sell it when a strictly high-grade tire is called for. The Pathfinder propels exceptionally easy, making the bicycle run a great deal lighter. It is also a hard tire to puncture, but when punctured it is easily and permanently repaired.

E. BRITTON, Mgr.
Niagara Cataract Works,
Niagara Falls,
New York.

The tire also has a special knurling which makes rim cement grip tightly, thus preventing creeping.

The Goodyear Pathfinder Tire is so constructed that lasting repairs can be made, either by plugs or vulcanization.

This is a special point with the Pathfinder—one reason why it is so popular with experienced riders. Instead of throwing tires away as soon as a break or puncture appears, the Pathfinder is easily made as good as new.

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STANDARD RUBBER PEDALS

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CYCLE AND MOTORCYCLE TYPES

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Seconds

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There's nothing lacking in the make-up of the N. S. U. to make it the best all-around motorcycle in the world.

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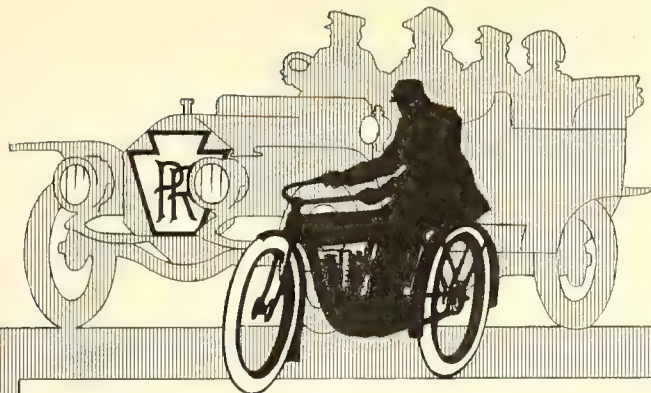
INDIANAPOLIS

G & J TIRES

They are good all the time
and bring joy to the rider of
every machine to which they
are applied.

G & J TIRE CO.

Indianapolis, Ind.



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PRODUCT OF CO-OPERATIVE LABOR

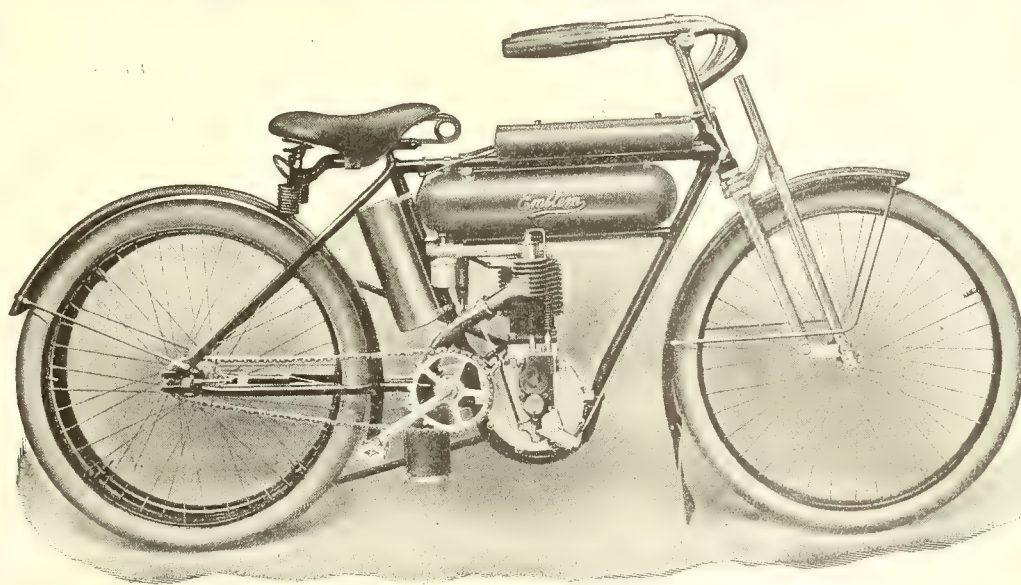
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Spring Fork, Price \$175

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LOW FRAME**

28 Inch Wheels,
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MOTORS OF OUR
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The brake without the Stae-arm

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SIMPLE
LIGHT
POSITIVE
SENSITIVE

The brake without the Lock-washer

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"Weights only 25 ounces."

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio
LICENSED COASTER BRAKE MANUFACTURERS.

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, May 8, 1909.

No. 7

PLAN FOR COOPERATION IN SALES

Accessories Manufacturers Unite in New Corporation to Facilitate Distribution—Branches in Five Cities.

Hereafter when the Jones speedometers, Connecticut coils and ammeters and Soot-proof sparkplugs are wanted, it will not be necessary to deal separately with the respective manufacturers, as, among others, they now form parts of the United Manufacturers, which is the title of a \$100,000 corporation which has been formed for co-operative selling purposes.

The officers of the company are:

W. B. Lasher, of the Weed Chain Tire Grip Co., president; R. M. Owen, of C. A. Mezger, Inc., vice-president; Robert H. Montgomery, of New York, secretary; and George L. Holmes, of the Jones Speedometer, Inc., treasurer. The general office and sales department have been established at Broadway and Seventy-sixth street, New York City, and branches located in Boston, Philadelphia, Detroit, Chicago and Cleveland.

No retail business will be done either from New York headquarters or the branches. While the express object of the company is to reduce the expense of selling and distributing, and get in closer touch with its customers, it will treat only with dealers and jobbers. The advantages of this are pointed out as being a saving in freight and express charges by ordering from the nearest branch house, and the fact that five well-known lines may be purchased from the one source, not to mention the quicker deliveries which the branch system makes possible.

Absolute price maintenance is asserted to be one of the dominating policies of the organization. In maintaining the prices set by the manufacturers at which their products must be sold to the jobbers, the dealers and the public, the branch houses will exercise a rigid supervision in their respective

territories under the direction of the home office.

Aurora Moves Headquarters to Chicago.

The Aurora Automatic Machinery Co. has removed the sales department and the remainder of its office force and equipment from the factory in Aurora to the Thor building, 1307 Michigan avenue, in Chicago, which is within easy riding distance of Aurora. G. W. Sherman, the manager of the sales department, of course goes with it to the big city, from which all correspondence will be handled; the shipment of motorcycles and parts, however, will be made direct from Aurora.

Vim Buys Iroquois's Bicycle Interests.

The Vim Cycle & Hardware Co., Buffalo, N. Y., has purchased the entire wholesale bicycle department of the Iroquois Rubber Co., of that city, which is a branch of the United States Rubber Co. J. W. Henry, president of the Vim company, believes that his action in this matter is the best evidence of his faith in the cycle business, which he believes will show more improvement this season than during the past several years.

Changes Name to Empire Tire Co.

The Empire Automobile Tire Co., Trenton, N. J., has dropped "Automobile" from its corporate title, which now is Empire Tire Co. The fact that the company is producing tires for motorcycles as well as for automobiles had something to do with the change of name.

Supply House "Takes on" Motorcycles.

The Architects & Engineers Supply Co., 1010 Grand avenue, Kansas City, Mo., have added motorcycles to their stock and expect to prove no small factors in the business. They are handling the Curtiss, Greyhound, M-M and F. N.

City Again in Market for Bicycles.

The New York Police Department is again in the market for bicycles, this time for 70 of them. Bids will be received up to 10 o'clock next Tuesday morning, 11th inst.

POPE LEARNS FROM UNCLE SAM

Must Pay for Lesson and Hereafter Will Send Letters by Mail Only—Important Light on Postal Law.

Old as it is, the Pope Mfg. Co. learned a new lesson one day last week—a lesson which it is safe to say is known to comparatively few persons or concerns whether young or old.

Uncle Sam played the part of teacher and not in a wholly gentle manner; in fact, he accompanied his teaching with a rap on the Pope knuckles, which took the form of the seizure in Hartford of a package delivered by the Pope company to the Adams Express Co., for shipment to the Pope bicycle factory at Westfield, thirty odd miles distant. The package contained the late orders for bicycles and also instructions from the general office to the factory heads. It appears that the practice of sending such matter by express was the usual daily procedure on the part of the Pope people and with no thought that it was giving offense to the government.

But it appears that there is a law prohibiting the shipment of such mail matter by other than postal service. It is a government monopoly, so to speak, and Uncle Samuel is jealous of the pound of flesh which it nets him. When he learned of the Pope company's practice, one of his minions pounced upon the package to emphasize his rights. Of course the Pope people have no desire to evade the law, for postage stamps are cheaper than freight rates, and they will of course pay whatever fine may be imposed on it and hereafter reforward all orders and other such matter by mail.

It is possible that the action taken in this case will be in the nature of real news that people cannot send anything they please in an express package. It is allowable to enclose in packages a limited amount of matter which might, strictly speaking, be considered first class mail matter, as, for

instance, a bill for the goods making up the express package, and it would not, according to the opinion of one conversant with the federal laws, be regarded as unlawful to send, in the form of a letter, an explanation of what the package contained, but a letter of a general nature could not be lawfully enclosed.

The way the government reserves to itself the right to carry mail, to the exclusion of all comers, is indicated by the following extract from the postal laws and regulations:

"No person shall establish any private express for the conveyance of letters or packets, or in any manner cause or provide for the conveyance of the same by regular trips or at stated periods over any post route which is or may be established by the law or from any city, town or place to any other city, town or place between which the mail is regularly carried; and every person offending, or aiding and assisting therein, shall for each offense be liable to a penalty of \$150."

It was under this section of the law that action against the Pope company was taken and that the express company also rendered itself liable seems to be apparent.

In order that there may be no misunderstanding, the postal regulations along the above line, as officially published, are emphasized by a note, which declares that "Congress has vested in the post office department an absolute monopoly of the transportation of letters and packets by regular trips or at stated periods over all post routes."

Hendee Plans for Export Trade.

W. H. Wells, the former American, who for a number of years resided in London, had been identified with the Vindec motorcycle, and who about a month since engaged with the Hendee Mfg. Co. and came to this country, returned to London on Tuesday last. He will remain there as the Hendee company's foreign representative and perfecting certain details of an export department which the Hendee company is developing. When Wells arrived in America he entertained some large notions regarding motorcycle factory outputs in Great Britain, which he did not carry back when he sailed on Tuesday. His brief stay at the Indian factory in Springfield made his eyes open wide for wonderment and caused a quick revision of his ideas.

Hull Takes Auto-Bi Management.

C. B. Hull, previously of Elyria, Ohio, has been appointed general manager of the Auto-Bi Co., Buffalo, N. Y. He is a motorcyclist of experience and an expert office and factory manager, and as such is expected to play an important part in the enlargement of Auto-Bi affairs which is in process. The sales department, which already is showing the results of his direction, will remain as at present, in charge of W. C. Overman, the company's vice-president.

EXPORTS MAINTAIN UPWARD TREND

March the Third Month in Succession to Show Increase—United Kingdom, France and Japan Bright Spots.

While it yet is early to speak of a turn in the tide the export figures for March, following the favorable showing made in each of the two preceding months, appear to indicate that the long continued recession had reached the limit. That each of three months constituting the first quarter of the calendar year should show increased figures is so noteworthy, in contrast with the monotonous record of shrinkage made last year, that the encouragement it affords is largely enhanced.

The increase of \$5,012, as shown by a total of \$73,154 for March, 1909, as against \$68,142 for the corresponding month in 1908, is not large in itself, but it constitutes a very respectable percentage of increase. The gains have been made in eight of the eighteen geographical divisions of the commercial world. The total for these eight divisions is more than doubled, the figures being \$41,452, as against \$20,393, an increase of \$21,059. The total for the ten other divisions is \$31,702 for March, 1909, as against \$47,749 for March, 1908, a decrease of \$16,047, leaving the net increase \$5,012, as stated. Of the increase the most noteworthy are the United Kingdom, from \$7,615 to \$16,641; France, from \$95 to \$5,259; Japan, from \$9,750 to \$12,907; and Argentina, from \$110 to \$2,661.

While the statistics quoted show an increase for the elapsed period of the current calendar year, those for the nine months, ending with March, of the government fiscal year show for the period a decrease of \$61,792, this decrease occurring in the latter half of the preceding calendar year. The export totals for the period are \$541,435 in 1909, as against \$603,227 in 1908. Increases are shown in six of the eighteen geographical divisions, "Other Europe" leading with a jump from \$59,920 to \$115,093. Following are the figures in detail:

	1908 —March—	1909	1907 Nine Months Ending March	1908 Nine Months Ending March	1909
Exported to—					
United Kingdom	\$7,615	\$16,641	\$203,739	\$77,940	\$75,175
Belgium	2,860	2,381	20,697	18,976	24,155
France	95	5,259	24,340	21,572	25,465
Germany	2,240	1,701	27,130	20,148	14,480
Italy	4,085	3,326	17,968	21,646	17,392
Netherlands	1,491	1,533	31,278	20,242	27,182
Other Europe	7,532	7,055	168,725	59,920	115,093
British North America	8,835	5,795	26,805	43,646	38,096
Mexico	7,974	4,842	72,884	70,436	42,577
Cuba	3,046	1,714	27,442	31,878	14,470
Other West Indies and Bermuda	2,593	806	15,600	20,782	10,965
Argentina	110	2,661	14,434	10,187	13,994
Brazil	76	539	8,731	6,189	3,909
Other South America	422	424	15,967	10,035	7,749
Japan	9,750	12,907	110,868	78,150	42,263
British Australasia	7,751	3,283	62,529	73,885	44,237
Other Asia and Oceania	834	1,488	19,797	11,248	18,344
Other countries	833	799	8,952	6,347	5,889
Total	\$68,142	\$73,154	\$877,886	\$603,227	\$541,435

Ground Broken for Hendee Extension.

Ground was broken this week for the big addition to the Hendee Mfg. Co.'s plant at Springfield, Mass., which when completed will more than double its facilities. The main structure at present consists of a four story brick and stone building, 150 by 50 feet, which will be extended 104 by 50 feet. The addition, which also will be of brick and stone, will be, however, five stories in height and will have a two story wing 38 by 50 feet, which will contain the power plant of the factory. Paralleling the brick building there now is a one-story frame L structure, 273 feet long, which is used for the nickeling, buffing, blacksmithing and other heavy and noisy work, which serves further to give an idea of the immensity of the plant. It is expected that the addition will be completed by August 1st.

Chicago Dealer Moves to Bigger Store.

William McDougald, the Chicago man who makes a big specialty of second hand bicycles, has removed from 357 North State street to 409 North Clark street, which is a much busier thoroughfare. He will have a larger and better store generally and carry a larger stock than heretofore.

Redlinger on Pope Traveling Staff.

Joseph Redlinger, of Freeport, one of the oldest dealers in that part of Illinois, has been added to the staff of Pope travelers and will cover Oklahoma and the lower tier of Southern States. His store in Freeport will be continued under the management of his nephew, Alvin Redlinger.

Where the Cycle Trade is Flourishing.

D. P. Harris, the New York manufacturers' agent, returned last week from his visit to the Pacific Coast. It was his second trip of the season, and he reports the trade as flourishing with an uncommon flourish.

Roy in More Prominent Location.

Jean Roy, the New York dealer, has removed to 250 Seventh avenue, which is near Twenty-fifth street. Previously he was located at 135 West 26th street.

LACK OF "LIFE" IN BICYCLES

**Sometimes the Fault is in the Materials,
Says an Expert—But Imperfect Ad-
justment is a Large Factor.**

"Very few of the modern bicycles seem to have that peculiar characteristic which for the want of a better definition, is styled 'life,'" says F. T. Bidlake, in the C. T. C. Gazette. "The vast majority—and I would point out that, although the failing is largely met with in the second grade mounts, yet many of the highest grades show it more or less—of modern cycles are extremely 'dead' in the running. This applies more particularly to machines with large and heavy rear hubs; but I do not think that the whole of the blame can be laid to such hubs. There must be something else, and I begin to think that that something lies in the quality of the tubing employed.

"I remember that some years ago a certain very well known manufacturing firm bought a quantity of tubing which was supposed to be of the very best, but, as a matter of fact, turned out to be inferior, and the machines made that year were considerably slower than those of earlier construction. It is quite clear that a great deal depends on the tubing, and it is also worthy of note that, when doubtful tubing is employed, the gauge must be heavier, so that the purchaser of such a machine is doubly handicapped by the inferior running and the increased weight. The reason for increasing the gauge of a tube is to ensure sufficient lateral stability, which is a point that is too often overlooked. If a very light machine is required, it should certainly be fitted with duplex compression stays, for otherwise the alignment of the chain cannot be depended upon, especially when any hill climbing has to be done.

"In the case of a very light bicycle being required, I should feel inclined to recommend wooden rims, although for the ordinary rider who employs a machine of the average weight, I think that steel felloes are better, because they are so much more reliable. But wooden rims permit the use of lighter tires, and the lighter the wheels of a machine the greater the 'life,' although, for some reason, this was not the case years ago.

"On the other hand, some of the 'deadness' may be due to the fact that very few cycles leave the factories properly adjusted, and, as a rule, it will be found that the crank axle bearing is rather too tight when the machine is new. I think that the reason for this may be found in the fact that the manufacturers naturally wish the machines they supply to give as little trouble as possible, and if the crank axle bearing on the modern machine, where the bearings are not always finished by hand as they used to be, is sent out correctly adjusted for the moment, it follows that in a short time a

'rocking' may be developed, which could easily be taken up by a fresh adjustment, but which the maker knows perfectly well will, in nine cases out of ten, be allowed to develop until the bearing is ruined. Therefore, he sends the bracket out with an adjustment erring on the stiff side, and thus a certain amount of 'dead' running may be accounted for.

"Then there is the steering socket, which is also a very important bearing, and one which has a tremendous effect upon the light or heavy running of a machine. Properly adjusted, there should only be the merest suspicion of a shake when the handle bar is grasped by the rider standing beside the machine and pulled up and forced down alternately. But, here again, the modern new machine is usually stiff in this very important bearing, because, if sent out correctly adjusted, a certain play would develop after a few hundred miles of riding, and, as a rule, the steering socket is the very last bearing that the average rider looks after. Indeed, it is only when the machine makes a knocking sound when ridden over a rough crossing that it ever enters the rider's head to see to the adjustment of the steering socket.

"All these apparently little details make an enormous amount of difference, and, always supposing that the weights are kept within reason, I think that, with a return to completely finished bearings and proper attention to adjustments, the modern bicycle should run as well as those constructed a few years ago. With the second grade machines it is hopeless to expect the same results, and that is the reason why the experienced cyclist always buys the highest grade he possibly can afford. But, whatever machine the purchaser may select, he had better be certain to go over the adjustments should he find that there is any lack of 'life' in the running, and, always supposing that the cycle be of really a high grade type, it generally will be found that the defect is largely due to a tight bearing. But, and this is really important in the present day, after the machine has been run a distance of three or four hundred miles, or even less, the bearing should be readjusted, or it may become too loose."

Preserving Leather Washers in Pumps.

Most tire pumps are still made with leather washers, which make or mar the pump, according to their condition. When the pumps are new the washers are lubricated with vaseline and take in all the air, expelling it into the tires. The pump barrel gets so hot in the process of pumping up a tire that it will burn the operator's hand. This heat reduces the vaseline rapidly, until at last the leather washer is left practically dry and shriveled and fits the pump barrel very poorly. The pump then draws in far less air on the suction stroke, and on the expulsion a large amount of air leaks back past the washer so that inflation of a tire becomes a slow and laborious task. These washers should receive atten-

tion of a tire becomes a slow and laborious by the pump. New washers are never necessary if vaseline is applied frequently, and in case of an emergency a washer may be made by cutting a tongue of a shoe into the right shape and size.

How to Make Goggles Rainproof.

Anyone wearing eye glasses or goggles who has been caught in a rainstorm knows how great is the deficiency of vision caused by the water on the lenses, but few persons are aware that the difficulty may be overcome by wiping off the moisture and then rubbing the outside of the glasses with the tip of the finger dipped in kerosene. They then will appear dull, but if they are wetted or as soon as they are rained on it will be possible to see clearly through them. When this liquid is used it is necessary to rub it over with the hand in order that the rain drops shall run evenly. The efficiency of a lamp may be maintained by similar treatment of the front glass.

Method of Flushing the Crank Case.

On some machines no provision is made for introducing kerosene into the crank case for flushing out. Sometimes it can be injected through the breathing tube, but a better way is to force it in through the drain pipe, underneath the crank case, with an oil gun, after first letting the old oil run out. The kerosene, having no body, should be forced in quickly, and the shut-off valve closed immediately, to prevent the fluid running out, while the gun is being reloaded. Many men who flush cylinders regularly appear never to think of the benefits of washing out the crank case.

How to Make Quick Action Oil Gun.

A large quick-action oil gun may be easily made from an old bicycle pump by plugging up the outlet and drilling and tapping the bottom plate for a nozzle. The bottom plate can be cut down to the diameter of the pump barrel in case it has an extension to be held by the foot when pumping. Such an oil gun will be useful for filling oil tanks, injecting kerosene in the cylinder for flushing, or for removing carbon.

Temporary Repair for Piston Ring.

When piston rings wear down so that compression is lacking they may be made as good as new temporarily by simply prying under the thin portion of the ring a straight piece of clock spring two inches long and the width of the ring. This will act as an expander, and will make the ring hug the cylinder walls.

When the Plug May be at Fault.

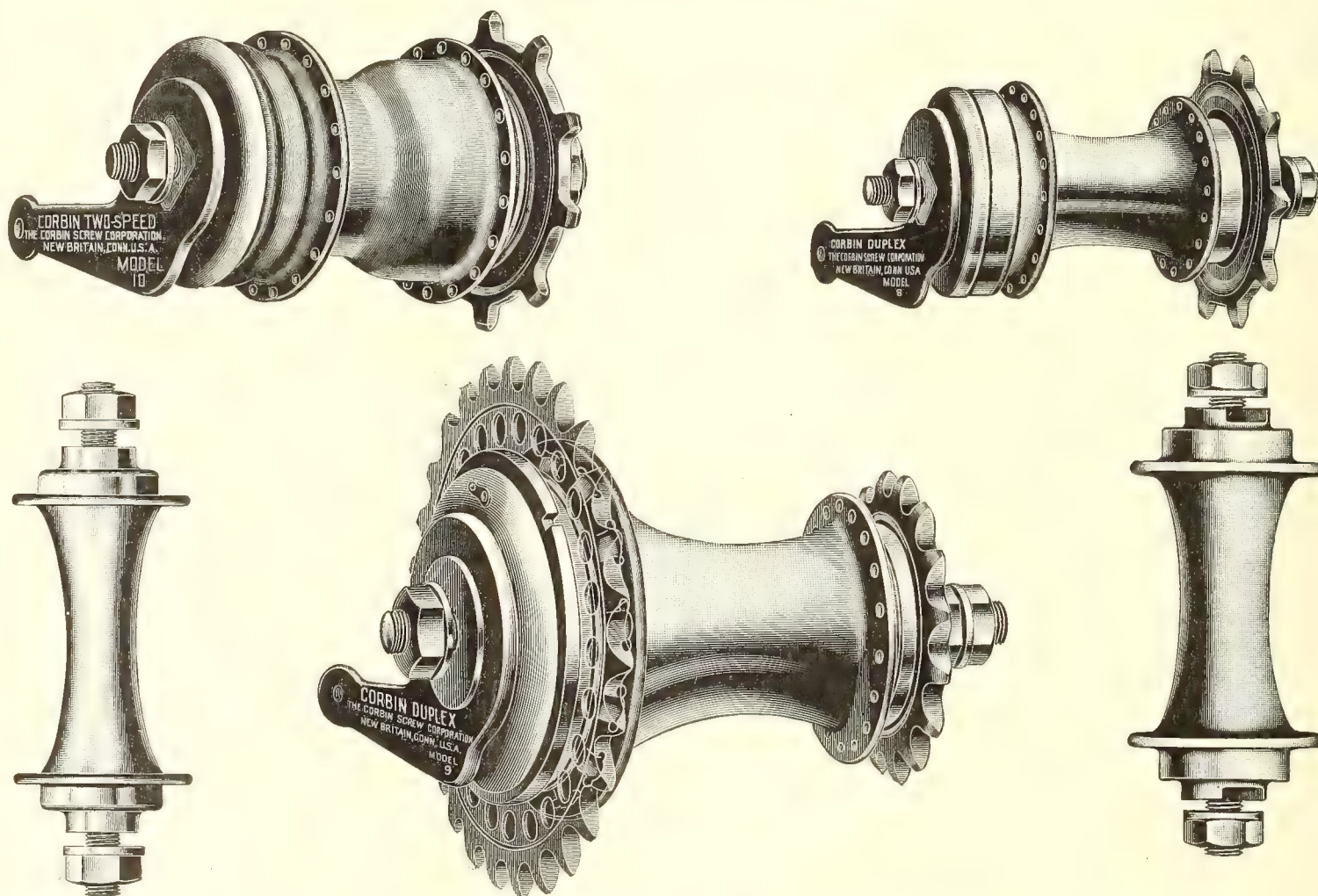
Plugs placed in the center of the cylinder heads are more liable to get dirty than those in pockets at the side; therefore, if missing occurs, don't dismember the battery circuit breaker or magneto before examining and cleaning the plugs that are so situated.


The Name Corbin on a Coaster Brake

is about as strong a guarantee as any cyclist can ask or require or obtain. It is a name that never has been placed on a questionable production.

Corbin Coaster Brakes

are offered in models for chain or chainless bicycles and chain or belt-driven motorcycles and with front hubs with knockout axles to match.



 The Corbin Two-Speed is the only coaster brake that not only renders coasting safe and exhilarating but which makes hill climbing easy. A high or a low gear instantly and automatically obtainable merely by ceasing pedaling. It's the coaster brake for tourists and for cyclists residing in hilly countries.

CORBIN SCREW CORPORATION, New Britain, Conn.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 8, 1909.

"Enclosed find \$2 for which please renew my subscription for the Bicycling World. I could not get along without it. It is just like getting money from home."—O. W. Adams, Manila, P. I.

The Cry of "Wolf" from Great Britain.

With the practical wiping of the old world from the motorcycle record table it was reasonably certain that the cry of "Wolf" would arise and in the country in which it usually arises—Great Britain. The cry now is voiced by the source from which it was to be expected, the English Motorcycle, which long has been both contemptuous and contemptible in its treatment of all things American.

In its latest issue it performs its usual sniff and cries "Wolf" in a fashion that is almost amusing. It declares that "there seems so little real proof of the actual accomplishment of American records that there should be no surprise that the English governing body has refused to recognize them."

Years ago there was an Englishman possessed of the proverbial British sense of humor who was told with a semblance of great secrecy that a lot of people "on the inside" knew that in making one of the notable bicycle records of the day the rider

concerned actually had not moved more than two feet. The English gentleman literally was dumbfounded and stood aghast. It was not until the next day that he saw the point of the joke. We therefore feel free to confide to the present skeptic that despite the wonderful records accredited to them, the American motorcyclists concerned performed so little actual accomplishment that they did not move even one foot in acquiring their honors.

The three specific pegs upon which The Motorcycle hangs its doubts, are mere moonbeams. It cites the alleged mile in 26 $\frac{3}{4}$ by an eight cylinder motorcycle on the Florida beach two years ago, and remarks that "probably because most people outside of America took the news with a large pinch of salt, the so-called 'record' was dropped in the land of tall-talk." As a matter of fact, nearly everybody in America accepted the performance with not a pinch, but two fistfuls of salt. It was never claimed or credited as a record, and could not stand as a record even had the trial been officially timed and verified, for unlike Great Britain and the rest of the old world, we of America do not recognize as records any performance made on a freak machine. The truth regarding this alleged mile was printed in the Bicycling World at the time the daily papers contained the reports of it and has been several times repeated in these columns, and if its memory or spirit of fairness was even half as strong as its anti-Americanism, The Motorcycle would not soil its pages by dignifying such statements with the term "facts."

The other peg which the biased publication employs to "make a case" is the performance in a recent California hill climbing contest in which the winner, on a single cylinder motorcycle, was credited with ascending a 15 miles grade in 18:05. This is what the first reports made appear was the case and is due to the fact that the contest was a mixed one, the automobiles going the full distance of 15 miles, while the motorcycles finished at the 11 miles point, but no differentiation was made by the newspaper reports, and it was not until later that the Bicycling World was advised of the exact facts. It was a purely local affair, however, and of no great moment, since we tabulate no such things as hill climbing records in this country, and they cut no figure in the record tables.

The third instance brought to bear is the record of twenty miles in 17:01 $\frac{3}{4}$, made on the 3 $\frac{1}{2}$ lap Los Angeles track, the second

mile of which was ridden in 44 $\frac{3}{4}$ seconds, or at the rate of 81.3 miles per hour. The idea of such a pace "despite the fact that four riders were racing together on this tiny track," quite flabbergasts the British skeptic.

"We need go no further," it exclaims; "the claimed speed of 81.3 miles per hour on a 3 $\frac{1}{2}$ lap track is sufficient to prove our argument. The most expert racing motorcyclists on the Continent consider it an impossibility to attain anything approaching this speed on a small banked track, and for speeds much in excess of a mile a minute select a straightaway road or a huge motordrome such as the Brooklands track."

If this is the sort of "proof" that clinches argument in Great Britain, the jails must be full of innocent men and the asylums overflowing with foolish people. The Motorcycle and the "Continental racing experts" have much to learn regarding American tracks, American riders and American machines, and when its awakening comes, not unlikely on its own dunghill, the English publication will have reason to seem even more foolish than its present language makes it appear; it will have to find a new formula to replace the one which "taking into consideration the power of the engine and other factors," "almost invariably leaves more than a shadow of doubt" on records made in America.

Over here that "tiny track" is reckoned a large one; it is the only one in existence specially designed and built for motorcycle speed and its 3 $\frac{1}{2}$ laps actually measure four feet more than a full mile. Tiny track! What would the skeptics say if they saw American riders whirling around our five and six lap bowls at better than a mile a minute, and so often as to grow almost monotonous, and timed by so many watches that their clicks suggest the patter of rain drops!

Unlike Great Britain, we require more than one timer to prove a record; it takes three of them to substantiate any performance, and whatever may be the case abroad, the "stop-watch habit" is so much an American habit, that if there existed any rider or set of officials so degraded as to attempt the creation of a crooked record, they must needs do so under cover of darkness or secrecy; for there are too many watches held in American grandstands nowadays for any record to go wrong, intentionally or otherwise. And in Los Angeles, where all of the more recent world's records were made, trade rivalry is so intense that not the slight-

est lapse of any sort would be suffered to pass unnoticed.

The Motorcycle, with benevolent superciliousness, offers to give credit to American records when we "regard them in a more serious light and give exact particulars and measurements." But as we always have regarded them seriously and as every track built for racing purposes is attested by the sworn affidavits of civil engineers, giving its exact measurement, which in no case is less than 1,320 feet for a quarter mile, or 5,280 feet for the mile, our measurements and procedure differ in no way from those in vogue in Great Britain. We do not recall that affidavits or other "exact particulars" regarding British tracks ever have been furnished for the benefit of Americans, yet we have not sniffed or doubted, or called for them, and simply because we are not in the habit of "playing ostrich" and sticking our heads in the ground, and also because we are content to believe that the men governing the sport are too wise and too honorable to accept that which is false or insufficiently verified. This holds true despite the amazing juggling of the mile record recently made on the Brooklands track, the figures of which were altered three separate times. If that had happened in America!

Whatever The Motorcycle may say, there is in America a letter signed by the secretary of the British governing body agreeing to recognize American records, but if The Motorcycle truly represents that body and it has repudiated its official's words, it is time the fact was made known; not that it will make any great difference, however, for the American records will stand and if the English nation wishes to sniff and close its eyes to the truth, it is the real loser. Nothing is so foolish as the man who will not see or who practices self-deception.

It is well to recall, also, that for several years Americans robbed themselves of records by too steadfast adherence to the international 110 pounds agreement, to which America was not even a party, and which was not respected even by England or any others who created it. We proved our good faith and kept our records above suspicion even at that time, which is more than can be said of Great Britain.

"Would rather miss a meal than the Bicycling World. Enclosed is check for renewal of my subscription."—G. W. Lyon, Chicago, Ill.

COMING EVENTS

May 9, San Francisco—Annual Pierce trophy race.

May 9, Brooklyn, N. Y.—New York Motorcycle Club's double century run; open.

May 9, Jersey City, N. J.—New Jersey Division, Century Road Club of America's annual spring century run; open.

May 9, Chicago, Ill.—Chicago Wheelmen's motor paced amateur Marathon race at Sherman Square; open.

May 9, Los Angeles, Cal.—Opening meet of new 5-lap Fiesta Park saucer track.

May 16, Brooklyn, N. Y.—Century Road Club of America's spring century run; open.

May 22, Philadelphia—Philadelphia Motorcycle Trade Association's race meet at Point Breeze track; open.

May 22, Atlanta, Ga.—Alexander-Seewald 10 miles handicap bicycle and 10 miles motorcycle road race; open.

May 23, Springfield, Ill.—Illinois Wheelmen's 12 miles handicap road race; open.

May 29, Minneapolis, Minn.—Minneapolis Motorcycle Club's hill climbing contest; open.

May 29, 30, and 31, New York City—Harlem Motorcycle Club's annual spring run to Atlantic City and return; open.

May 30, New York City—New York Motorcycle Club's hill climb; open.

May 30, Los Angeles, Cal.—Appeal 25 miles handicap road race; open.

May 30, Valley Stream, N. Y.—Long Island Division, Century Road Club Association's 10 miles handicap road race; open.

May 30-31, San Francisco, Cal.—San Francisco Motorcycle Club's 400 miles endurance run to Holon and return; open.

May 31, Wilkes-Barre, Pa.—Motorcycle hill climb up Giant's Despair; open.

May 30-31, Los Angeles, Cal.—Los Angeles Motorcycle Club's annual endurance contest.

May 30-31, Denver, Col.—Motorcycle races at Overland Park; open.

May 31, Salt Lake City, Utah—Opening meet Salt Palace saucer track.

May 31, Plainfield, N. J.—Plainfield Cycling Club's 25 miles handicap road race; open.

May 31, Buffalo, N. Y.—South Buffalo Road Drivers Association's bicycle races at Columbia Park; open.

May 30, Atlantic City, N. J.—Atlantic City Cycling Club's 25 miles handicap road race; open.

June 6, Jersey City, N. J.—Columbia Road Club's half century run; open.

June 8, Newport, Ind.—Danville (Ill.) Motorcycle Club's hill climbing contest; open.

June 13, Valley Stream, N. Y.—Roy Wheelmen's First Bicycle Marathon handi-

cap road race (26 miles 385 yards); open.

June 27th, New York City—Amsterdam Wheelmen's Queensboro century run; open.

July 18, Brooklyn, N. Y.—Eastern Division, Century Road Club Association's annual mid-summer century run to Patchogue and return; open.

How Miss Beatrice Seeks the Limelight.

Although it is more than a month distant entries are beginning to come in for the First Bicycle Marathon race to be held on Long Island, Sunday morning, June 13th. Some young lady evidently is looking for a little publicity as the 12th entry received this week bore the name of Beatrice Doane, age 21 years, and the address of one of New York City's well known Broadway hotels. The blank was accompanied by the nomination fee, but of course she will not be allowed to ride. The entries thus far received and the ages and addresses of the entrants are as follows:

1, Adolph Tagnello, 19, New York City; 2, Paul Bichette, 30, New York City; 3, Joseph Tineo, 14, Brooklyn; 4, Frank Mac-Millan, 34, Fort Lee, N. J.; 5, Jerome Steinert, 24, Hicksville, N. Y.; 6, W. R. Stroud, 35, Philadelphia; 7, Charles H. Bahr, 17, New York City; 8, Franklin Fisher, 33, Brooklyn; 9, Walter Willrich, 17, Farmingdale, N. Y.; 10, Battiste Seube, 21, New York City; 11, John B. Hawkins, 22, New York City; 12, Beatrice Doane, 21, New York City; 13, George Smoll, 25, Buffalo, N. Y.

Philadelphia Programs a Motorcycle Meet.

Seven races have been programmed for the first meet of the Philadelphia Motorcycle Trade Association to take place at the one mile Point Breeze track, that city, Saturday, 22d inst. The events include a 3 miles novice for machines not exceeding 30½ cubic inches piston displacement; two five mile club championships for single and twin cylinder machines respectively; 5 miles for private owners, machines not exceeding 30½ cubic inches piston displacement; 10 miles open, 30½ cubic inches; 25 miles free-for-all, and 1 mile time trials. Entries close May 19th with W. G. Rhodes, Nineteenth and Oxford streets, Philadelphia.

Late Date Likely for F. A. M. Meet.

It is probable that the annual national meet of the Federation of American Motorcyclists, which will take place in Indianapolis, Ind., will not occur until late in July or early in August, instead of early in the former month, as first was proposed. The construction of the big Indianapolis motor speedway, which will cut a big feature in the competitive events of the meet, has been delayed and it scarcely will be completed much before the end of July.

"I certainly do admire the Bicycling World and eagerly look for it each week."—H. W. Schwaner, New York City.

AMUSING STRIKE AT BUFFALO

Mercer's Whirlwind Ride in Lap Race Gives Riders Chills—They Refuse to Ride in Final of Handicap Event.

Should the official representative of the National Cycling Association for Buffalo, who at the present time is out west on an automobile expedition, take the trouble to investigate the fracas that occurred at the 65th Regiment armory, Buffalo, on Friday night last, 30th ult., six riders are apt to be laid upon the shelf for some time. Apparently because they were afraid to ride against A. W. Mercer, the six riders who qualified for the final heat of the mile handicap went out on strike and refused to ride in the final heat if Mercer was allowed in it.

The trouble all started in the first heat, two riders in each heat qualifying for the final. J. Newland, with sixty yards, won the heat, and Fred Schudt and A. W. Mercer, the former from scratch and the latter with 20 yards handicap, rode a dead heat, according to the decision of the judges.

Mercer rode like a whirlwind in the two miles lap race and defeated Edward Arenz by one point. This fact is supposed to have caused some of the other cracks to feel frigid in their pedalic extremities. At any rate when the starter called the riders for the final heat the riders contended that Mercer was not entitled to a place, as Schudt had nosed him out at the tape. By what right any rider is entitled to pick a finish is difficult to determine, but some Buffalo riders have large notions of their own greatness.

Mercer was perfectly right. He said that he always had considered the judges' opinion of more value than any riders' and as they had declared he had tied with Schudt, he intended to ride in the final. Mercer was rather generous anyway, for in the trial heat Schudt had taken his hand off the handle bar and pushed Mercer away. The latter declined to enter a protest, however, and the infraction was overlooked.

Had the National Cycling official been present it is likely that the striking riders—Newland, Schudt, Arenz, Tanner, Burke, and Schieder—would have been suspended then and there. As they refused to line up in the final heat Mercer, amid tumultuous cheers from the spectators and hisses from the strikers, rode around and won the race by a walkover, making his second victory during the evening. The summaries:

Two miles lap—First heat won by A. W. Mercer, 65 points; second, J. M. Tanner, 59 points; third, J. Newland, 41 points. Time, 4:47½. Second heat won by Edward Arenz, 64 points; second, Al Krushel, 61 points; third, Mortimer Hactor, 33 points. Time, 4:46½. Third heat won by R. J. Hoover, 65 points; second, Joe Schieder, 64 points. Time, 4:47½. Final heat won by

Mercer, 55 points; second, Arenz, 54 points; third, Schieder, 41 points. Time, 4:38½.

One mile handicap—First heat won by J. Newland (60); second, tie between A. W. Mercer (20), and Fred Schudt (scratch). Time, 2:15. Second heat won by E. C. Arenz (scratch); second, J. M. Tanner (20). Time, 2:19½. Third heat won by Anthony Burke (20); second, Joseph Schieder (scratch). Time, 2:15½. Final heat, Walkover for A. W. Mercer, other qualifants refusing to ride.

Prince Plans More Motorcycle Tracks.

Jack Prince reached New York this week. En route from Los Angeles he stopped at Chicago, where he declares the money for the construction of a motorcycle track is ready if a site can be obtained; but to date the site has eluded numerous efforts. Prince hopes to place a track in Brooklyn also.

He says there never was such a thrilling sport as motorcycle racing on a saucer track and has no fault to find with the results of his venture in Los Angeles, where, by the way, there was no racing last Sunday, nor will there be any for the next two weeks.

Prince reports that good crowds have been the rule and that the local club and the local dealers have supported him nobly. He is somewhat concerned, however, over the construction of the narrow six lap track which is nearing completion in Fiesta Park in Los Angeles, and on which motorcycle racing also will be attempted. The F. A. M. has granted sanctions for such racing on two Sunday evenings, but has decreed that machines not exceeding 30½ cubic inches shall be used and that not more than two riders shall be permitted on the track. Although his 3½ lap track is assured of Sunday afternoons, Prince fears the confliction will not prove beneficial for the sport.

Jake Derosier also has returned from Los Angeles and Fred Huyck was due to take his departure during the current week.

Nashville Sees Motorcycle Races.

Several motorcycle events were included in two programs of the two days race meet held at the Cumberland Park track, Nashville, Tenn., on April 30th and May 1. A 25 miles race for the "championship of Tennessee" was the feature on the first day and this was won by Stickley, mounted upon a Thor. John Green (Curtiss) was second, and Hager (Excelsior) third. Time, 35:15¾. Green won the 10 miles open on May 1st, Draughton (R-S) finishing second, and Hill (Excelsior) third. Time, 12:41. Green also attempted to break what gravely was announced as the world's motorcycle record—1:08¾. At any rate the would-be record-breaker did not come within hailing distance of the bona fide record of 46¾ seconds, his time for the mile being 1:12¾.

Postponed Meet at Point Breeze Today.

Because of rain last Saturday, the bicycle race meet to have been held at the Point Breeze track will be held today. The program includes a free for all Marathon event.

AMERICA TO HAVE WORLD'S MEET

Championship Events of 1911 to be Run in This Country—New System of Scoring for the Saltonstall Trophy.

The world's championship meeting is to be held in America in 1911. Though somewhat tardy this announcement is none the less interesting.

In fact, it was decided at the last Congress of the Union-Cycliste Internationale, which was held in Paris, February 13th last, but none of the published reports of that meeting made mention of the fact. The news was disclosed this week by the receipt of the official proceedings of that meeting, sent out by Paul Rousseau, secretary general of the U. C. I.

It seems that America, through Victor Breyer, the European representative of the National Cycling Association, made application for 1910. A world's fair is to be held in Brussels during the summer of 1910 and the delegates of the Ligue Velocipedique Belge, asked if America would withdraw its application for next year, in view of this. Breyer consented upon condition that the world's championships be allotted to America in 1911. It was decided favorably, as America had made the first application.

The world's championships have been held in America only once. They were held in Chicago in 1893. A. A. Zimmerman won both the mile and ten miles amateur sprint championships, and Meintjes, of South Africa, triumphed in the 100 kilometers amateur paced championship.

As reported in the *Bicycling World* the competition for the permanent possession of the Saltonstall trophy will begin with the championships this year, to be held in Denmark, and will continue through 1910, 1911, 1912, and end with the championships in 1913. Secretary Rousseau's report shows, however, that the point system of scoring for this valuable trophy was changed. Under the original deed of gift the trophy went to the country scoring the most points at each world's championship meeting, the country winning it, retaining possession until the following year. The scoring was upon a basis of 5 points for firsts, 3 points for seconds, and 1 point for thirds.

According to the present rules the country winning it the most times during the years stated will retain permanent possession. The point system will be different, however, and should furnish a closer competition. Under the new rules 3 points will count for firsts, 2 points for seconds, and 1 point for thirds.

La Salle Projects 50 Miles Road Race.

La Salle (Ill.) motorcyclists are planning to hold a 50 miles road race in that vicinity within the next two months. The proposed route is from La Salle to Ottawa, Lowell, Tonica and return.

PUTS RINGS AROUND HIS RIVALS

Vanoni Defeats Anderson and Drobach Behind Pace at Clifton Opening—Wind Causes Spills Among Amateurs.

Disagreeable weather and lack of preliminary preparation kept down the attendance at the opening of the Clifton (N. J.) Stadium on Sunday afternoon last, 2d inst., to less than 1,000 persons, but these few were rewarded by seeing Charles Vanoni, the Italian rider who now is devoting his time to following the motors, defeat Norman M. Anderson, the Danish crack, and Peter Drobach, the latter of South Boston.

J. H. Valentine occupied his old role of referee, but he was not re-engaged until a few minutes before the races, when the misunderstanding between the management and him was amicably adjusted and order made out of chaos.

The 15 miles paced race between Vanoni, Anderson and Drobach was the stellar event upon the program. Ruden manned the machine for Anderson, Turville had Vanoni in tow, and Schultz paced Drobach. At the gun for the start Ruden carried Anderson to the front and held the lead for nearly ten miles, with Vanoni in second position and Drobach last.

The Italian was only waiting for a favorable opportunity to make his bid for the lead, and it came in the tenth mile. Anderson heard the purr of Vanoni's pacing machine on his right and called to Ruden for more speed. The latter opened up too fast and Anderson was shaken, Vanoni in the meantime passing. From then until the finish Vanoni was never in danger and lapped Anderson three times. Drobach played in hard luck. Schultz never has displayed particular intelligence in pacemaking and last Sunday he did not apparently know whether he was riding a motorcycle or a goat. As the result Drobach was lapped ten times by Anderson. It is a safe bet that unless Schultz pays more attention to racing than to other things any man who rides behind him will be beaten.

The five miles race for the pacemakers was a veritable frost. Turville got away fast at the start and lapped Schultz twice before two miles. Then Turville's machine went bad and Ruden went to the front. Finally Ruden expired and Schultz, who had lots of trouble at the start, came up from the rear and won out in a most uninteresting finish.

Because of the high wind that blew directly across the track the amateur events all were marred by innumerable spills. Fortunately none of the riders were badly injured, the worst being Charles Jacobs, of the Irish-American A. C., who had the skin scraped from one side of his face, caused by sliding down the steep banking.

The mile open for "simon pures" (perhaps) was contested in three trial heats and

a final. Clarence Carman, the National A. C. rider, who was a most consistent runner-up last season, managed to defeat Michael Journay by a narrow margin. John Bogle, of Rutherford, was third, and J. Backetty, Akron Wheelmen, fourth.

Carman also showed his superiority in the miss and out race, which went for one mile five laps. W. Beck, who previously had won the novice race, finished second, Backetty was third, and Jacobs fourth. The summaries:

One mile novice—First heat won by Conrad J. Kitze, Paterson; second, J. Gross, New York. Time, 2:33½. Second heat won by W. Beck, Bay View Wheelmen; second, Henry Grain, Bay View Wheelmen. Time, 2:26½. Final heat won by W. Beck; second, Conrad Kitsz; third, J. Gross. Time, 2:45½.

One mile scratch, amateur—First heat won by C. J. Jacobs, Irish-American A. C.; second, Michael Journay, Nutley; third, Clarence Carman, National A. C. Time, 2:21. Second heat won by J. Hoffman, Bay View W.; second, Harry Simpson, Newark; third, J. P. Berlenbach, Northwest A. C. Time, 2:39½. Third heat won by John Bogle, Rutherford; second, Archie Allen, New York; third, J. Backetty, Akron W. Time, 2:27½. Final heat won by Carman; second, Journay; third, Bogle; fourth, Backetty. Time, 2:32½.

Miss and out, amateur—Won by Clarence Carman, National A. C.; second, W. Beck, Bay View W.; third, J. Backetty, Akron W.; fourth, Charles J. Jacobs, Irish-American A. C. Time, 4:25½. Distance, 1 mile 5 laps.

Fifteen miles motor paced, professional—Won by Charles Vanoni, Italy; second, Norman M. Anderson, Denmark; third, Peter J. Drobach, South Boston. Time, 25:34½.

Five miles motorcycle, professional—Won by Bob Schultz; second, Carl Ruden; third, Charles Turville. Time, 6:48½.

Mexicans to Build a Bicycle Track.

Plans are being made by the Mad Club, the local bicycle organization at Guadalajara, Mexico, to construct a cinder bicycle track and grandstand in the Colonia Moderna. The club will reorganize under the name "Velodromo Cosmopolito Association." The piece of ground at the disposal of the association comprises 20,000 metres of surface. The track will measure 500 metres to the lap and about 10 metres in width. Underneath the grandstand will be elaborately fitted training rooms and baths for the riders.

Six Days Giant Wins a Road Race.

Francois Faber, the giant Frenchman who competed in the last New York six days race, won the Sedan-Brussels road race on April 18, defeating Garrigou and Verstraeten by a length in the final sprint. At the Linthout track in Brussels the same afternoon Arthur Vanderstuyt defeated Parent in two straight heats in a motor paced match.

WILLS SECURES PROMPT JUSTICE

German Verband Admits Mistake in Securing Disallowance of Famous Hour Record—Now Recognizes It.

Albert Edward Wills' vigorous protest against the action of the Verband Deutscher Radrennbahnen for not allowing his wonderful performance of over 61 miles in 60 minutes to stand as an official record evidently has had the desired effect. According to L'Auto, a Parisian newspaper, the German organization has decided to recognize the time made by Wills at the Munich track last August.

How Wills lost the record after making it was told in the Bicycling World two weeks ago. The official timekeeper "forgot" to report the performance to the German association and the latter at the last congress of the Union Cycliste Internationale asked that it be not officially recognized. Wills' name and performance therefore was stricken from the books.

The young Englishman was in America at the time of this occurrence and learned of it through the Bicycling World, as the English journals, strange to relate, did not mention the fact in their reports of the congress of the U. C. I. When Wills reached England he immediately got busy and continued his protestation after reaching Paris.

L'Auto states that the German association now acknowledges its mistake and that Wills' distance for the hour will be officially recognized as 99 kilometres 56 metres, or its English equivalent of 61 miles 904½ yards. His time for 100 kilometres was 1 hour 34 seconds. The next international congress will be held in July, at which time doubtless the German Verband will ask that the name of Albert Edward Wills be restored to its proper place on the record book.

Parisians Select Site for New Track.

The demolition of the Velodrome d'Hiver at Paris has not yet commenced, but already a site for a new winter track has been chosen. It is situated at Grenelle, near the Metropolitan railway station, and should be as convenient as the old track, as it is only about 50 yards from the station, reached from the Saint Lazare terminus. The track will measure 250 meters to the lap, or roughly, nearly seven laps to the mile.

Buckingham Wins 22d Regiment Race.

W. Buckingham, with 50 yards handicap, won the mile bicycle race that was accorded a place in the games at the 22d Regiment armory, New York City, Tuesday night, 27th ult. J. Cox, from 25 yards, finished a close second and H. P. Odell, 50 yards, was third. Time, 2:22½.

GENERALSHIP DECIDES THE RACE

**Fogler and Root Defeat Kramer and Bedell
at Newark—Raw Deal for Lawrence—
Rupperecht Shows Good Riding.**

There was plenty of excitement at the regular weekly race meet at the Newark Velodrome on Sunday last, 2d inst., when Frank L. Kramer and his partner, John Bedell, were outgeneraled in their team match race against Joe Fogler and E. F. Root. There also was considerable disapproval manifested by the spectators at the unfair tactics of the riders representing the National Turnverein Wheelmen, of Newark.

Percy Lawrence, the little San Francisco speed merchant, certainly was given a raw deal in the five miles open for amateurs. But the same thing has happened at every meet since the Newark Velodrome opened its doors this season, and will continue to happen until Referee Kelsey wipes his spectacles and takes official cognizance of the unfair tactics pursued at that track every week. Whether Percy L. Lawrence, Jacob Magin or any of the other riders who are competing as amateurs are entitled to the classification, matters not at all. In every race that the Bicycling World representative has witnessed Percy Lawrence has ridden fairly and squarely, even at times when it was plain that he was being pocketed and interfered with by agreement on the part of the Turnverein Wheelmen coterie, but despite the rule against teaming and unfair tactics generally, no effort has been made to check it, although it is plain to all who have eyes in their heads, and repeatedly has been remarked in print.

On Sunday the Turners' team managed to get Lawrence hemmed in and with one of their own riders in front to slow the others they let Jacob Magin jump. Magin won—anyone could win under such circumstances—but it was a hollow victory. The Newark "fans" are fair. They saw what had happened, and although Magin is a local favorite, he was jeered and hooted, while Lawrence, despite his defeat, was cheered with enthusiasm. If Referee Kelsey saw the incident he took no notice of it, and Magin was allowed to walk away with a first prize that he did not deserve.

In view of the lately mooted question of superiority as regards Kramer and Fogler, it was thought that the team match race between these two with John Bedell and E. F. Root, as respective team mates, would help settle the discussion. It did not do so, however, for Kramer clearly was outgeneraled. About the only thing left to try is a match race between Kramer and Fogler.

The race was run in the usual way. Kramer and Bedell started on the outside in each heat and in the early laps the pace was slow. In the first heat Kramer trailed Bedell until Root, pulling Fogler, made his

jump in the fourth lap. Then the champion fell in behind Fogler. At the bell Root and Fogler were a length ahead of Kramer, but the last-named pulled up slightly in the backstretch. Into the homestretch Fogler took the lead from Root and never flickered. Kramer made a magnificent ride, but he couldn't quite catch the fleeing Brooklynite, Fogler getting the decision by an eyelash.

Practically the same tactics were employed in the second heat. Root started the sprint in the fourth lap, and Kramer again tacked onto Fogler. The real fight came at the bell. Kramer made a jump on the turn and caught up with Fogler, but the latter shook him off. Coming around the last turn Kramer again tried to pass Fogler, but failed. At the head of the homestretch, however, the champion made a terrific jump that carried him so far ahead of Fogler that five yards from the tape he sat up and laughed at his rival.

Then came the surprise in the third heat that bears out the assertion repeatedly made in these columns that for a strategic pair Root and Fogler "have the world beat." Kramer was expecting Fogler to do the sprinting and consequently was caught asleep when Root jumped. Bedell went after him, while Fogler began to stall. Fogler would not go and Kramer stayed back, too, while Bedell and Root continued to fight it out. Then, to cap the climax, Bedell's chain broke and Root finished alone a lap ahead of Kramer and Fogler. The spectators were a bit confused as to the result, and there was a hubbub as to which team had won the race. Many thought that Root and Bedell were simply pacemakers and that Kramer would be awarded the third heat as he had beaten Fogler to the tape. It was a team race, however, and all four riders figured in the result.

Edward Rupperecht, who is rapidly rounding out as a crack rider, made one of the best rides in his career in the unlimited pursuit race. Rupperecht, Hill, Halstead and Hunter qualified for the final. Hunter was the first one tagged out, Hill accomplishing the task, and then Rupperecht eliminated Hill. That occurred at nine laps and left Rupperecht and Halstead at equal distances apart. Rupperecht rode steadily and soon gained on Halstead, slow at first, but fast as the Californian tired. The race ended in front of the grandstand after three miles two laps had been covered. Although he proved a disappointment in the pursuit, Fred Hill rode a good race in the two miles handicap and won with Halstead in the second place, Smith third and Frank Galvin fourth.

The five miles open for amateurs was a disappointment, made so by the unfair tactics employed by the National Turnverein Wheelmen. The half mile handicap, however, was a good race, Owens winning from the 45 yards mark. Williams Wichner, 70 yards, was second, and Joe Mesigal, of the Bay City Wheelmen, of San Francisco, who has been riding in Chicago for some

time past, finished third. Walter Schlee got fourth prize.

The summaries:

One-half mile handicap, amateur—Won by Louis Owens, N. T. V. W. (45); second, William Wichner, East Newark A. A. (70); third, Joe Mesigal, San Francisco (60); fourth, Walter Schlee, New Jersey Naval Reserves (30). Time, 1:01½.

One mile professional team match—First heat won by Joe Fogler; second, Frank L. Kramer. Time, 3:40½. Second heat won by Frank L. Kramer; second, Joe Fogler. Third and final heat won by E. F. Root; second, Frank Kramer. Race won by team of Fogler-Root.

Unlimited pursuit, professional—Won by Edward F. Rupperecht, Newark; second, Alfred Halsted, Sacramento, Cal.; third, Fred Hill, Boston; fourth, James Hunter, Newark. Distance, 3 miles 2 laps. Time, 7:48½.

Five miles, scratch, amateur—Won by Jacob Magin, N. T. V. W.; second, Earl L. Adams, Montclair; third, Percy Lawrence, San Francisco; fourth William Vanden Dries, New York A. C. Time, 11:47¾.

Two miles handicap, professional—Won by Fred Hill, Boston (150); second, Alfred Halstead, Sacramento (180); third, Thomas Smith, Newark (230); fourth, J. Frank Galvin, Roy W. (180). Time, 4:13½.

Big Card for Zion's Opening.

Manager Heagren of the Salt Palace track at Salt Lake City, announced a program for the opening meet on May 31st that does some talking. The prize list is the largest ever offered at the local track for an opening meet; it aggregates \$459.50. The chief event will be the Gardner professional handicap, named in honor of Frank L. Gardner, whose reappointment to the position of Salt Lake representative for the National Cycling Association has met with general approval. There will be a \$205 purse in this race, divided \$100, \$50, \$25 \$10, \$5 and \$1 per lap. The other professional events will be a half mile handicap with \$75 for the riders and a mile motorcycle record trial with the same amount in prizes. The amateur events will consist of a five mile open lap race with prizes valued at \$64.50, a mile handicap, \$30 value and a mile novice, for a gold medal. Heagren also has announced the officials for the season. They are as follows: National Cycling Association representative Frank L. Gardner; referee, R. L. Conley; associate referees, W. T. Fowler and J. N. Sharpe; chief judge, Charles Berry; announcer, Dr. W. F. Meakin.

Stubbs Wins Easily at Montgomery.

Robert Stubbs, of Birmingham, Ala., riding an Indian from scratch, easily won the 5 miles motorcycle handicap at the automobile meet at Montgomery, Ala., Thursday, 4th inst. R. L. Peacock (Yale), with ¾ mile start, finished second. Time, 5:54¾. Stubbs also rode a five miles exhibition in 5:38.

CORRESPONDENCE

Hendee Gives Key to a "Mystery."

Editor of the Bicycling World:

In your advertisement in your issue of the 1st inst. we inserted in small type the following words, referring to the Indian motorcycle: "Only one machine in the world its equal—none superior," and we find that these few words have stirred up a very large amount of interest, not to say excitement, among the motorcycle tribes, for we are receiving numerous inquiries as to the particular machine referred to as being the equal of the Indian.

To tell the honest truth, we must make an acknowledgement that the words are really in the nature of a joke, intended to excite if possible, something more than mere interest in the reader of the same, and also to make a little test of advertising power of the medium in which the advertisement appeared. That the excitement was created there is not the slightest doubt, for the hum of it reached us very promptly; this is as pleasing to us as it will be to you to learn that the response from a statement in the Bicycling World was so prompt and decided.

To come back to the explanation: The idea was suggested by an old time negro minstrel joke, and the interpretation is "The only machine in the world that is the equal of the Indian is another Indian"—not much of a joke you say, but more in the nature of a self evident statement.

We trust that you will find in your columns a place for this explanation, as it will relieve us from making a large number of individual explanations, and also will undoubtedly relieve the anxiety which has arisen in various quarters as to the identity of the great unknown.

HENDEE MFG. CO., Springfield, Mass.

Racing Rule of the Right Sort.

Editor of the Bicycling World:

Not knowing the address of the chairman of the F. A. M. racing committee, I am going to take up a subject pertaining to motorcycle racing with your paper, and if my idea appeals to you, as it does to the writer, I would be glad to have you see if the following suggested change in one ruling cannot be brought about:

The writer is under the impression that the competition committee has made a ruling allowing no machines over 30.16 to be used on one-half mile tracks, but I firmly believe this is a rule that is not just, for it is ruling the machine out and not the rider. I have had a few years experience in the racing game, both amateur and professional bicycle racing, also a little motorcycle racing, and in my experience I have learned that the danger lies in the rider and not the machine. Some people don't even display enough skill to run a wheelbarrow, let alone a motorcycle, therefore I think it unjust to rule out anything larger than 30.16.

The writer rode a 5 horsepower twin Indian equipped for racing last season and while it was fast enough to make miles in 1 minute, and made a mile on a flat half mile dirt track in 1:01½, yet I had no trouble on the turns and many times wished for a 7 horsepower.

I think the rider should be ruled out and not the machine, for some riders are far more dangerous with a 2½ single cylinder than others would be with a 7 horsepower twin on the same track.

I trust you will give this matter some attention through your paper. I expect to do considerable racing this year on a 5 horsepower twin Indian, and half-mile tracks are just the stuff for me, and I trust that the ruling can be modified a little.

J. BOYD ANDERSON.

[The F. A. M. limit for half mile flat tracks is 30.50 cubic inches, and not 30.16, and while there is some merit in your contentions, the rule was designed to save life and limb and makes for the greatest good for the greatest number; it was born of sad experience and we are in hearty sympathy with it and favor its rigid enforcement. Despite what you say, we have seen the best riders run dangerously wide and have witnessed too many narrow escapes on half-mile tracks to even suggest the mildest modification of the rule. If, as we understand your statement, you are a former professional cyclist, how does it happen that you have been competing in motorcycle events as an amateur?]

Repair for a Worn Basebottom.

Editor of the Bicycling World:

I have an old Thor motor, 1905 pattern, which recently was overhauled at the factory, but which has worn through the basebottom where the hanger bracket bolts on; the wear is due to the brackets having been allowed to work loose. Please tell me whether the hole can be brazed or patched in any way.

SUBSCRIBER, Unadilla, Ga.

[The brazing of aluminum is a rather fine art which best had not be attempted save by skilled hands. About the only thing that can be done is to rivet a patch of fairly heavy sheet steel over the hole. Care must be exercised in the riveting and a paper gasket should be applied and shellacked in place before the patch is applied.]

Dispute and Disaster Attend Road Race.

Either the authorities in California are much more lenient than they are in this part of the country or the motorcyclists of San Francisco are not anxious to preserve the exemption from the fees and fines and other penalties of the automobile law, which they now enjoy; for on April 24th the San Francisco Motorcycle Club did not fear to run a closed handicap road race around what is known as the "Bay course," a distance of about 100 miles. It resulted in a dispute and a fractured skull. The victim was P. L. Peterson, the club's secretary, who was brought down while trying to cut

in between two automobiles going in opposite directions. He was taken to the Palo Alto Hospital and will recover.

The dispute arose because many of the starters had not been apprised of the two checking stations and although A. W. Green missed checking at San Jose, he was given the cup. Green, on a single cylinder Thor, covered the distance in 3 hours, while A. Chelini (Thor), who started from scratch, covered the same distance in 2 hours 34 minutes. He lost about 20 minutes in straightening out the forks of his machine after taking a cropper. Because of the misunderstanding over the checking arrangements it was decided that the cup should be awarded by vote of the club, and Green won by 25 to 11 votes. H. Koschnetzky was third and Dr. Letcher fourth.

Plainfield Road Race Program.

In order to not conflict with the program at the Newark Velodrome and the Clifton Stadium on Monday afternoon, 31st inst., the Plainfield Cycling Club has decided to hold its big 25 miles handicap road race on the morning of that day. Entry blanks were issued this week. The complete prize list has not yet been made up, but four bicycles already have been slated. These include a Pierce racer for first place, a Crawford for second place, and a Queen City for third place, while a Crawford will head the list of time prizes. That the race will attract considerable attention is assured from the fact that the course has been laid out so that the riders will be in view of the spectators for most of the distance. The race will start and finish at Netherwood and Front streets, Plainfield, N. J., the course taking the contestants to Fernwood, Scotch Plains and return, making 5 laps for 25 miles.

Two Centuries a Day for Ten Days.

George W. Lyon, the Chicago dealer and rider has laid out for himself the large task of covering 200 miles per day for 10 days on a twin Indian. Lyon will ride between Chicago and South Bend, Ind., the time for starting the stunt depending entirely upon the condition of the roads, no date having been definitely set.

Jersey Club Plans Half Century Run.

Those persons who consider a century run too much like work will be gratified to know that the Columbia Road Club of Jersey City, N. J., is promoting a half century to be held on June 6th. Entry blanks may be had by addressing John A. Setta, 295 Newark avenue, and Maxwell Drennan, 36 Mercer street, Jersey City, N. J.

Denver to Have Motorcycle Contests.

Several motorcycle events are apt to prove large features of the two days combination meet Denver dealers have on the tapis for May 30 and 31. The program now is being made out and it is stated that the track will be well oiled and banked at turns in hope of hanging up some world's records.

WHERE RIBBONS ACCOMPANY CASH

Foreign Custom that Adds Some Sentiment to Professionalism—Two Americans Who Received the Decorations.

That professional racing is not wholly devoid of sentiment in Europe is evidenced by the accompanying photograph of Floyd A. Macfarland and James F. Moran, the two American riders who won the recent Berlin

The photograph, which was sent by Macfarland to Frank Mihlon, of Newark, N. J., shows the difference between German and American recognition. When Macfarland and Moran won an even greater triumph in the last New York six days race they received not more than two bouquets, neither of which was as large as any one of the German offerings, although the victory was every bit as popular as the one in Berlin. The ribbons accompanying such floral offerings are highly prized by foreign riders,

must not be allowed to compete in other countries where racing is governed by associations of the Union Cycliste Internationale. None of the Americans abroad, however, are affected by the ruling, but they must not ride upon the suspended tracks in the future.

Hackensack Organizes and Affiliates.

The Hackensack (N. J.) Motorcycle Club has been organized with the following officers: H. B. Cummings, president; W. Ter-



MACFARLAND AND MORAN "LOOKING PRETTY" AFTER WINNING THE BERLIN SIX DAYS RACE

six days race. As has been stated in the *Bicycling World* the victory of the American riders was a popular one, attested not only by the ribbons and massive floral pieces that were presented to them immediately after the finish of the race, but by the banquets in their honor that followed the splendid victory. Most of the floral decorations were from Berlin societies, as shown by the ribbons, but the one in the center was an acknowledgement by the Crown Prince of the American riders' prowess. The Crown Prince particularly was interested in the race, and after it was over entertained Macfarland and Moran, and presented each with a pair of diamond studded cuff links.

and many cracks, such as Ellegaard, Poulain, Darragon, Rutt, Guignard and others, have walls in their homes decorated with such "trophy of the chase."

German Riders Lose Their Strike.

The Verband Deutscher Radrennbahnen evidently has won its fight against the striking riders in Germany. An official communication from the secretary of the Union Cycliste Internationale last week states that all federations allied with the U. C. I. are warned that any riders competing in meets organized in Germany by M. Hoelscher will automatically suspend themselves according to a decision by the Verband, and that any riders suspended by the Verband

hune, vice-president; W. R. Schoonmaker, secretary and treasurer; A. J. Sicard, captain. The organization has affiliated with the F. A. M. and takes rank as affiliated club No. 14; it has also pledged itself to keep mufflers closed.

Ten Miles Handicap Decoration Day.

The Long Island Division of the Century Road Club Association this week issued entry blanks for a 10 miles handicap road race to be held at Valley Stream, Sunday, May 30th. The race will start and finish from West's Hotel. Fifteen place prizes, headed by a gold watch, and five time prizes are offered. Emil Greenbaum, 1745 Broadway, Brooklyn, is in charge.

NEW YORK MEMBERS OF THE CENTURY ROAD CLUB OF AMERICA FACING THE CAMERA



FISHER FASTEST IN THE BUNCH

**Doesn't Require His Handicap in Winning
I. C. A. Road Race—Queer Award of
the Time Prize.**

Benjamin Franklin Fisher who, when he is not writing spring sonnets for the Empire City Wheelmen and press agenting that industrious Brooklyn organization, rides a bicycle, proved again that all old men are not "dead ones" on Sunday afternoon last, May 2d. Feeling sorry for Fisher because he is so old—he has reached the peaceful age of 33 years—the handicapper for the International Cycle Association of New York gave this Brooklynite a handicap of 1 minute 30 seconds in the second annual 10 miles road race held at Valley Stream. The bracing air of a mellifluous May day filled Fisher's lungs so well that he wasn't out of breath after running away from the field, winning the race and making the fastest time.

The race was successful from a competitive standpoint, 45 riders starting from West's hotel. The course was a triangular one, covered twice. Fisher, with R. Mantz hanging on his rear wheel, rode the legs off the 1:30 bunch at the start and overhauled the other divisions so fast that it made Mantz feel a sinking sensation in his dining room. The Plainfield youngster, however, managed to hang on Fisher's wheel until the latter uncorked his finish sprint. The Empire City Wheelmen scored rather heavily, winning nine of the twenty prizes offered.

Besides winning the race Fisher made the fastest time, covering the distance in 26 minutes 15 seconds, which is not a record as was claimed. The record for the distance is 23:53, made by Archie Rawlings, at Tampa, Fla., July 4, 1908. J. B. Hawkins was the first scratch man to finish, his time being 27:02.

When the prizes were awarded on Monday night of this week, the gathering at the club rooms of the International Cycle Association did not present the appearance of a love feast. Fisher was given the first time prize, a gold watch, and as a rule prevailed that one man could not have more than one prize the gold watch which was offered for first prize was given to Mantz, who finished second. J. B. Hawkins got a pair of tires and a gold medal. Just why this medal, donated by "Professor" Dinnel, was awarded to Hawkins seems to be enshrouded in considerable mystery. Fisher claims that the medal was to be given to the rider making the fastest time and was so engraved. The International crowd, on the other hand, claim that it was for the first scratch man to finish, and therefore gave it to Hawkins, who is a dear friend of the club. Fisher does not object to Hawkins having the medal, but he does not think that he should carry a medal purporting to have

been given for making the fastest time when his (Fisher's) time was nearly a minute faster than made by Hawkins. His contention is correct and it would seem to be the duty of the National Cycling Association to make the promoters change the engraving upon the medal if Hawkins is to be allowed to keep it. The summary follows:

Name.	Club.	Hcp.	Time.
		M.S.	M.S.
1 F. Fisher, E. C. W.	1:30	26:15
2 R. Mantz, Plainfield	1:30	26:16
3 S. Benichasa, E. C. W.	3:00	27:47
4 H. Pygkitt, Brooklyn	2:30	27:18½
5 C. J. Hutmacher, N. Y.	3:00	27:48½
6 A. E. Rhodes, E. C. W.	3:00	27:49
7 C. Benesch, I. C. A.	2:30	27:19¾
8 A. Rovere, Roy W.	3:30	28:40
9 W. Rhodes, E. C. W.	4:00	29:11
10 J. Becht, E. C. W.	1:30	27:44
11 S. Carmen, E. C. W.	1:00	26:46
12 J. R. Pike, W. Hoboken	..	1:00	26:46½
13 G. Haney, E. C. W.	2:00	27:46¾
14 P. Demans, E. C. W.	2:30	28:18
15 T. Kennedy, Brooklyn	2:30	28:19
16 C. Bahr, New York	2:00	28:30
17 H. Surman, Elizabeth	1:00	27:45
18 G. Adams, Plainfield	1:30	27:56
19 A. W. Hintze, Tiger W.	3:00	28:49
20 A. Manzollilla, Hicksville	..	3:00	28:49½
21 J. B. Hawkins, C.R.C.A.	Scr.	27:02
22 W. Raleigh, Acorn A. C.	Scr.	27:02½
23 Chas. Nerent, L. A. C.	Scr.	27:02¾

Date Fixed for Minneapolis Hill Climb.

Saturday, May 29th, definitely has been fixed as the date for the annual hill climbing contest of the Minneapolis (Minn.) Motorcycle Club. Several locations were mentioned but at the last meeting of the club it was decided that Riverside hill will be the venue. The incline is only one-quarter mile in length but is sufficiently steep to make the affair a real hill climb. The proposition of erecting a saucer track, to be completed by July 4th, was discussed at some length. Two locations are under consideration, one at Gray Cloud Island, 10 miles below St. Paul, and the other near the end the Bryn Mawr car line. No definite action was taken, however.

Cash Prizes for Colorado Motorcyclists.

Colorado Springs, Colo., now has at least two professional motorcyclists, judging from reports from that city. At the Roswell half mile track on April 25th, J. B. Glaskin (Indian), and Alvah Stratton, (Excelsior) indulged in two races, one at five miles and the other at ten miles. There were other contestants, but their names are not given. Glaskin won both events, his time for five miles being 7:48, and for ten miles, 15:22. According to the Colorado Springs Gazette, "There was a large attendance, and a purse of \$5 was given Glaskin," which, of course, places him and the other contestants in the professional category.

Long Endurance Contest for Californians.

At the last meeting of the San Francisco Motorcycle Club the route of the annual endurance run was determined. It will take place on May 30 and 31, going to Holon and return, a distance of about 400 miles, but the date may be changed.

STIRRING SPORT AT SACRAMENTO

**With Bicycle, Motorcycle and Foot Race
and Immense Field of Entries California Meet Proves Eventful.**

Sacramento, Cal., May 2.—If ever demonstration attested the popularity of bicycle racing it was that manifested at the Agricultural Park track in this city today when several thousand spectators cheered nearly 200 riders at the annual meet arranged by the California Associated Cyclists.

Riders from San Francisco, Oakland, Berkeley and San Jose were much in evidence, San Francisco alone furnishing 85 riders. Sacramento riders did not fare well in the events, fourteen in number, practically all the leading prizes going to the visitors.

The principal event was the 15 miles relay team race for the Carmichael trophy, each team consisting of three riders. Eight teams entered the contest and the race proved thrilling from the start, the teams riding being Capital City W., Garden City W., Alameda W., Central City W., Bay City W., Berkeley W., Oakland W., and New Century W. In the second relay Spencer, of the Berkeley team, surprised the other seven riders with a jump that carried him 10 lengths ahead of the field. Before the others could recover from their surprise Spencer was fairly flying, and for three miles he maintained a dogged pace, holding his own against the others, despite their advantage in being able to pace each other. Spencer delivered a lead of one-eighth mile to Hartwell, his team mate, and the latter proved such a good plugger that he was able to finish some distance ahead of A. Mullen, Garden City. Williamson finished third for the Oakland Wheelmen.

The two miles tandem race proved an exciting contest, Black and Carroll, of the New Century Wheelmen winning over Diver and Banks of the Bay City aggregation after a thrilling sprint in the last quarter mile.

The mile open was one of the most exciting events of the afternoon as it brought out a hair raising sprint in the stretch between McWhirter, N. C. W.; Williamson, O. W.; and Diver, B. C. W. Williamson was picked as the winner as he had a lead into the stretch, but in the last ten yards McWhirter sprang a jump that carried him across the tape inches ahead of the Oakland man.

Several motorcycle events also were included on the program, Burnett, on a twin, from scratch winning the 10 miles handicap in 12:56½. The five miles for singles went to Langley, of Sacramento, while Andrews won the five miles for Sacramento riders only.

That the wheelmen cannot only win bicycle races, but can run as well was demonstrated in the five miles relay foot race



ROBERT STUBBS ON THE LONG SERPENTINE ROAD UP LOOKOUT MOUNTAIN, CHATTANOOGA, TENN.

when a team selected by the Sacramento Wheelmen defeated the relay of the National Turnverein. Several other running races also were included in the program. The summary of bicycle and motorcycle races follows:

One mile novice—Won by G. Knabenshue, Century W.; second, W. Bridges, Golden City W.; third, J. Calderone, Capital City W. Time, 2:31 $\frac{3}{4}$.

Two miles tandem—Won by F. Black and E. Carroll, Oakland W.; second, F. Diver and F. Banks, Bay City W. Time, 5:16 $\frac{3}{4}$.

Five miles for single cylinder motorcycles—Won by Langley, Sacramento; second, Eikle, Oakland; third, Vangelon. Time, 7:06 $\frac{3}{4}$.

One mile open—Won by H. McWhirter, New Century W.; second, R. Williamson, Oakland W.; third, F. Diver, Bay City W. Time, 2:28.

Ten miles handicap, motorcycle—Won by Burnett, Oakland; second, Bangley, Sacramento; third, Eikle, Oakland. Time, 12:56 $\frac{3}{4}$.

Five miles handicap—Won by C. Nelson, Oakland W.; second, L. McElroy, Berkeley W.; third, Jerry Coghlin, Garden City W. Time, 12:20.

One mile boys' race—Won by Garroute; second, Robinson; third, Taylor. Time, 3:15.

One mile handicap, Capital City W. only

—Won by W. Schwilk; second, Orpinella; third, C. Best. Time, 2:22 $\frac{3}{4}$.

Five miles motorcycle, for Sacramento riders only—Won by Andrews; second, Scott; third, Burnett. Time, 6:55.

Two miles handicap—Won by Carter, Garden City W.; second, W. Spencer, Berkeley; third, F. Black, Oakland. Time, 4:31.

Fifteen miles relay team race for Carmichael trophy—Won by Berkeley W. (McElroy, Spencer and Hartwell); second, Garden City W. (Jerry and John Coghlin and Mullen); third, Oakland W. (Carrol, Williamson and Bruzzone). Time, 41:25 $\frac{3}{4}$.

Fines Imposed on Seventeen Strikers.

Although they escaped cheaply, that it does not pay to go on strike was learned by seventeen professional racing men, when they found they had been fined by the National Cycling Association for their refusal to ride at the Newark Velodrome on Sunday, 2d inst., because the amount of prize money did not suit them. Eight of the riders were fined \$25 each and nine \$5 each.

The larger fine was imposed on the riders affected for violation of agreement, as it was proved that these men had signed agreements to ride at all meets unless five days' notice was given prior to a race. This group included Floyd Krebs, the ringleader of the strike; Edward Rupprecht, N. M. Anderson, Charles Stein, Alfred Halstead, J.

T. Halligan, Peter Drobach and Ben Hill. The other nine men were fined \$5 only as they had accepted their numbers with the intention of riding and then had stood down. This group comprised Fred Hill, Dave Mackay, George Cameron, Charles Schlee, Charles Vanoni, Teddy Billington, Marcel Dupuis, Al Triebel and Morris Houbourg. The men will remain suspended until the fine is paid.

There are those who believe that the offenders were dealt with too mildly and that had a long term of suspension been meted out to them, without option of the payment of a fine, it would have had a more salutary effect on grasping professionals everywhere and taught them a lesson they deserve to be taught. The management of the Newark Velodrome is evidently of this opinion as it is stated that hereafter the entries of Krebs and several other of the strikers will be rejected if they are tendered.

Van Doren Managing Atlantic City Race.

The Atlantic City Wheelmen's annual 25 miles Decoration Day handicap road race will take place as usual this year, on Sunday, May 30th. Charles A. Van Doren, 1735 Atlantic avenue, Atlantic City, N. J., who is managing the race, states that he has secured two bicycles, and a number of other prizes; he hopes to considerably increase this list in the next week or so.

DANGERS IN EXCESSIVE EXERCISE

What "Breathlessness" Indicates Concerning Heart Action—The Paramount Advantages of Nasal Breathing.

"In all forms of exercise there are three parts of our system directly affected—(a) the particular muscles performing the work, (b) the heart, and (c) the lungs. When we give the muscles more work than they are capable of performing they begin to tire, until the sensation of "fatigue" becomes so painful that we are obliged to discontinue the exercise and let the muscles rest awhile. Thus in a perfectly natural manner the danger of over-working a muscle is avoided before any harm can accrue," writes W. T. Bishop, a former road crack, in *Cycling*.

"The heart, too, is a muscle of exactly similar structure to the biceps of the arm, but with one distinct difference, i. e., its movements are quite beyond our control, and for sound physiological reasons, which are unnecessary to enter into here, we can never be directly conscious of the strain that we may subject it to during excessive exercise, a fact that is, unfortunately, often never realized until too late. Nevertheless, there is an effective safeguard provided by the intimate connection between the heart and the lungs, and the controlling influence they have in checking any dangerous strain by giving us ample warning when our system is performing up to its safe limit. This they effect through the sensation of 'breathlessness,' which, similar to fatigue, but in a different form, acts as a natural regulator to warn us from overwork and its dangerous consequences. We can now begin to realize a little more clearly the importance of breathing as a factor in healthy exercise, and the necessity of doing it in the right way will soon be apparent when we consider the true cause and effect of breathlessness.

"During exercise, and as a result of it, certain waste materials are formed in the muscles performing the work, which the blood carries away in its course to be expelled from the system. The best known and by far the most plentiful of these is carbonic acid. This is formed in the blood and, returning with it to the heart, is thrown off by the lungs in the process of breathing, the deficiency being immediately restored by an equal quantity of oxygen inhaled from the air. Although an extremely poisonous product, it is always present in the system to a small extent, and the lungs of a man in average health can cope with treble the normal quantity, but should the exercise be excessive and continuous, the blood becomes so saturated with it that the lungs cannot then do so, respiration becomes more and more difficult, until he is utterly 'breathless.' Meanwhile what happens to the heart? As a further simulta-

neous result of muscular exercise, the blood-current is accelerated and the heart also rendered more active. Not only is there a pressing need for the aeration of the acid-laden blood until it has reached the lungs through the heart, but a simultaneous call by the muscles for a fresh supply of oxygenated blood to enable them to continue working. In the effort to satisfy these two opposite demands upon it the heart beats more energetically, having to drive the faster-flowing blood into the lungs, and upon receiving it back purified drive it onward again towards the muscles that have need of it.

"It is now apparent, then, that coincident with breathlessness the heart is working more vigorously and we are beginning to see more clearly that the more 'out of breath' we become, the more risk we run of over-working this important organ. The fact that the heart beats faster and harder does not always imply danger, unless at the same time the breathing is irregular. There is then a strong probability that the lungs are not performing their duty thoroughly, and that blood is being returned from them to the heart insufficiently purified, and still retaining a proportion of carbonic acid, which then has a most paralyzing effect on muscular action. If this does happen, the heart is at once placed at a disadvantage and has to struggle on, getting more and more tired in its efforts to perform the work required of it—and remember we are never able to feel it getting tired. This is the principal cause that leads to that over-strain of the heart that has affected so many athletes, who, through ignorance of the risks they run, have allowed their eagerness to get the better of them.

"Having demonstrated what an influence the lungs may have over the heart during exercise, it only remains now to show how we may best control the lungs. To be able to continue any vigorous exercise we must make the breathing regular and deep—must educate the lungs to conform to the demands upon them, and act up to their fullest capacity. When the breathing is more active, there is also a tendency for it to become faster and shorter, and when performed through the mouth this tendency is very difficult to overcome. There is then an unsatisfied feeling which is not easily removed, because the lungs are always less efficient when panting at an undue rate. If, on the other hand, the breathing be conducted through the nose, this tendency is not so noticeable, and respiration, as it increases, becomes longer and more full. By a slower, yet deeper inspiration, quite as much air enters the lungs, with the advantage that it is better assimilated, and by searching out air cells that ordinarily remain inactive, effects their expansion and development, until the whole fabric of the lungs is able to associate in the work, thus increasing their capacity. Anyone who has made a systematic practice of breathing through the nose will agree with the writer that the slower and deeper style it induces

is much more satisfying, and more favorable to the development of the lungs, both in size and efficiency. Granted, then, that is so, we arrive at the most important stage in our study of breathing.

"To make the point quite clear, let us imagine a rider, who has cultivated the correct use of the lungs, is ascending a hill. He is breathing quite regularly and easily; and as the work becomes harder his respiration becomes of necessity more and more deep. He continues while the hill gets stiffer, until a moment arrives when his lungs, already well developed by previous practice, are working at their utmost capacity and every available inch of their enormous network of air cells is doing its share. Still he is not out of breath, but, as the gradient increases, his breathing becomes less satisfying, until he begins to feel a gasping sensation—he wants to breathe more quickly, finds he can't control his breath any longer, and gives way to the faster panting method of breathing through the mouth.

"What has happened is nothing else than that the carbonic acid produced in his system has accumulated faster than his lungs could throw it off. He has only one alternative—to ease the work and give his lungs a chance of making up their lost ground, or struggle on and take the consequences. We have seen that mouth breathing is shallow and insufficient, so that, far from obtaining relief, he will only be in a worse plight than before. He must of necessity diminish the work by reducing his speed, otherwise the strain on the heart we have previously noticed will inevitably result. Exercise persisted in under these conditions would lead to dizziness and prostration and pushed to the very last extremity, would even bring about asphyxia, which is a suffocation of the body by the poisonous carbonic acid from which it has vainly striven to free itself. Of course this climax is very seldom reached, for the simple reason that very few of us could ever push ourselves to such an extreme; but the sudden collapse of hunted animals is analogous. But to revert to our hill climbing cyclist; if he eases up for just a few moments and gives his lungs the chance to remove the excess of carbonic acid that is the cause of his distress, they very soon regain the mastery, and allow him to continue the ride in perfect safety.

"Here is seen the paramount advantage of nasal breathing—it indicates at once when a man's exercise is exceeding the limit that his system is capable of safely performing. The craving for still more air when the lungs have already reached the limit of their power is Nature's own act of self-preservation that cannot be disregarded with impunity. The rider who breathes through the mouth starts at a disadvantage, has less chance of developing his lungs so that they may perform their best work, and has absolutely no means of telling when the exercise he is performing has passed the mark that lies between safety

and injury. The art of breathing is worth acquiring, then, when it means so much to us all. Moreover there are hygienic advantages that should commend breathing through the nose to the cyclist. The membranes of the nose act as a sieve to arrest any impurities present in the atmosphere that might otherwise enter the lungs; they also warm the breath by bringing it into closer contact with the blood during its passage to the lungs, and so prevent the sudden influx of cold air to a body heated by exercise. Neither is that chronic thirst set up that affects so many good riders who have not mastered this all-important detail which would allow them to keep the mouth closed when riding. To riders who would acquire the correct habit of nasal breathing I need only say; practice it and persevere. It may be a little strange and difficult at first, but start now with your early rides, and it will be all the easier. As stamina is coincident with lung power, so your muscles and lungs will develop together, and tone up the whole body in a gradual and rational manner. The habit is soon acquired, and after a time even stiff hills can be ridden while the breath remains under control, and with added experience you will better appreciate the benefits it brings.

"A useful hint for beginners is to carry a small pebble, or a plumstone, in the mouth, when its presence, by inducing one to keep the mouth closed, facilitates the nose breathing habit. A year or two back it was quite a familiar sight to see riders chewing a quill toothpick. Why the fashion for this arose I cannot say, but this plan might be preferred by some, and be found to answer equally as well. Suffice it to say in conclusion that the principles exemplified in this article after careful study have all been confirmed in actual practice by the writer during his own racing career, and he has never had cause to rue any ill effects of the many years of strenuous riding he indulged in—thanks to a due respect for the rules he has here endeavored to make clear for the guidance of others."

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

SUNDAY RACE FOR "MAJOR" TAYLOR

Dusky American Rider Appears to Have Shed His Scruples—Walthour and MacLean en Route for Paris.

Is "Major" Taylor going to break his vow never to race on Sunday? According to advices from Paris, the answer is yes.

Taylor arrived in Paris yesterday and will put in the summer racing in Europe under the management of Victor Breyer. Taylor's debut, according to L'Auto, will take place at the Buffalo track May 16th, and as this date is Sunday, it is evident that Taylor intends to break a rule that he has kept since he began racing.

Walthour is another American rider who left America without spreading the news broadcast. Walthour left last week on the Lusitania and hopes to ride in Paris. Gus Lawson is supposed to be with him.

Hugh MacLean also left for Paris last week, but MacLean positively has declared that he does not intend to race. He went abroad merely to act in the capacity of manager to a pugilist whom he has taken under his wing, but as the American champion pace follower is a good drawing card in Paris it is likely that he will change his mind should an attractive bit of change be dangled before him.

Floyd Krebs is another American who threatens to go to Germany and Anderson thinks he can make good in Europe. The European bee always begins to buzz busily about this time every year.

Notes of American Riders Abroad.

If German justice is as slow as usually James F. Moran may not be able to leave Europe on May 9 as he had planned. When Moran signed the paper to boycott the Steglitz track he agreed to pay 2,000 marks, about \$500, if he broke this agreement. Moran violated the contract he had made with the other riders and now they have brought suit against him. The case was heard in Berlin on May 4.

Walter De Mara finished second in the 50

kilometres tandem paced race at the Velodrome Buffalo, Paris, April 18. Seigneur won the race in 1:04:18 $\frac{3}{4}$, defeating De Mara by two laps. Walter Rutt was regarded as the winner until an unfortunate puncture caused him to lose 14 laps. Dupre defeated Ellegaard in two straight heats in their match.

Although he rode well Nat Butler was defeated by Parent at the Karreveld track, Brussels, April 25th. Parent, Butler and Arthur Vanderstuyft competed in three heats at distances of 20, 30 and 50 kilometers and the finish in each was Parent, Butler and Vanderstuyft. The respective times were 16:08 $\frac{3}{4}$, 23:14 and 38:02 $\frac{3}{4}$.

"Woody" Hedspeth was defeated by one point in his match against Charlot and Moretti at Verviers, Sunday, April 25. Hedspeth won the first heat, was second in the second and third in the third heat. Moretti won by point classification with 5 points, while Hedspeth had 6 points.

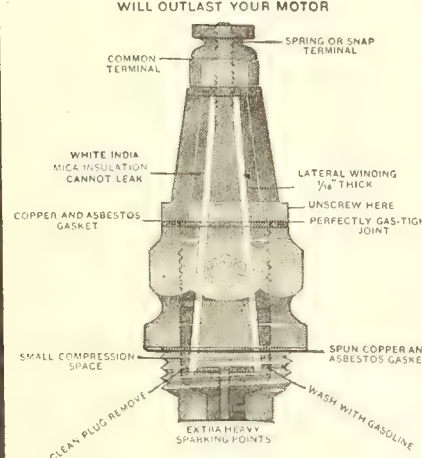
At Verviers, France, Sunday, 18th ult., "Woody" Hedspeth, the American negro, won three straight heats in the international match. His contenders were Charlot and Rigaux, the former getting second in the classification.

James F. Moran finished last in the hour paced race at the Treptow track, Berlin, on April 18. Pryzembel won with 72 kilometres 700 and Scheuermann was second.

Rejuvenated Tigers Card a Run.

The rejuvenated Tiger Wheelmen, Inc., of New York City, has arranged an enjoyable day's outing for Sunday, 23d inst. The run will leave Columbus Circle at 8:30 a. m. in charge of S. R. Morrison, Frank MacMillan and H. A. Glieman, and terminate at Scarsdale, where a series of races and games for both men and women will occupy the afternoon. Invitation is extended to all white cyclists of both sexes to join the run, the only requirement being that each rider must be attired in proper cycling costume.

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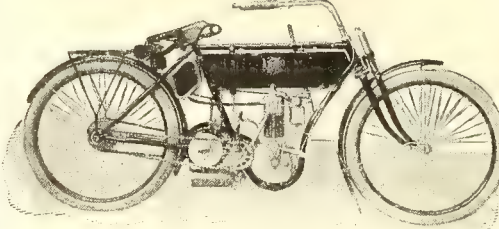
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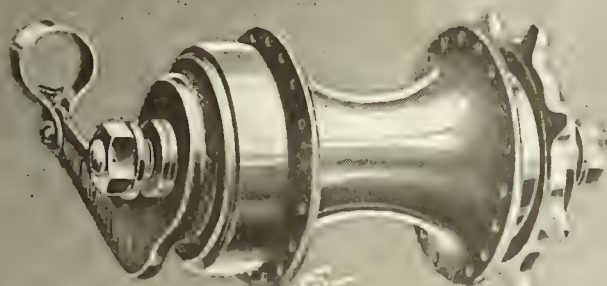
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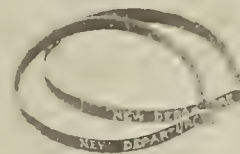
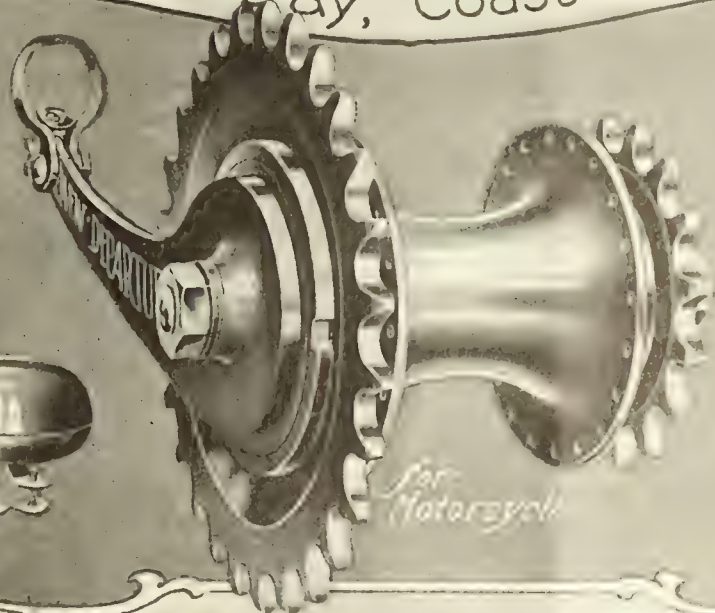
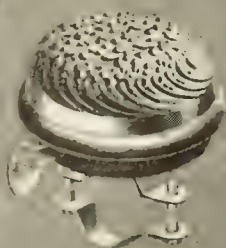
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POETIC CURRENT SHORT CIRCUITED

Grounded by Prosaic Comments on Gems
in the Spring Poem—Communication
with Parnassus Cut Off.

The poet passed his thin fingers through his long hair and his gaze appeared to be riveted upon the sheet of virgin paper on his typewriting machine. (Your true poet always has thin fingers and long hair, and always he spreads his thoughts on virgin paper.) The editor had promised him a good cigar if he could produce a spring poem worthy of publication, with the additional incentive of allowing his full name—Alfred Tennyson Scroggs—to appear with it in "caps." His gaze, as stated, appeared to be riveted upon the paper, but there was a faraway look in his eyes. (The faraway look is the poet's trademark.) He was peering into the misty depths of mythology and invoking the aid of the denizens of Parnassus. 'Twas not in vain, apparently, for his thin fingers began to dance over the keys of the typewriter and, letter by letter, these lines appeared:

Lo, Spring is here, and 'neath her hand
The verdure spreads upon the mead,
And, beautifying all the land,
Brings greeting from the god of speed,
And gladly heeding his command
I haste to mount my tireless steed.

Extra straw matting had been laid on the floor of the editorial rooms so that the footfalls of the staff, in their search for matches, cigars or tobacco, should not disturb the flow of the divine afflatus. (You can't describe a poet's labor intelligently without working in that divine afflatus thing.) So it was that the sporting editor came up behind the poet unobserved, just as the concluding line of this stanza was completed.

"Say, Scroggs," he exclaimed, "do you intend to ride on the rims?"

A contemptuous glance was the withering reply to this impertinent query and the sporting editor slunk away, forgetting in his chagrin to ask the trade editor for the "rope" that he had contemplated smoking. Then the thin fingers again combed the long hair; the abstracted gaze was resumed; and on the breath of a sigh a C. Q. D. was wafted to Parnassus. The response came in fresh draughts from Helicon's limpid depths and they trickled through the keys of the typewriter in this form:

It bears me on where fancy guides,
Through valleys decked with bud and flower,
Where lakelet gleams and streamlet glides,
Or where the craggy mountains tower,
Nor cares how far its master rides
By aid of its exhaustless power.

"What have you struck, Scroggs? Something new in motors?"

This interruption came from the technical editor, who was passing behind the poet, on his way to invite the trade editor to blow him to lunch. The contemptuous

glance failed of its intended effect this time.

"Oh, you needn't feel hurt," was the cheery assurance of the technical sharp. "That idea of an engine without an exhaust is a new one on me, you know."

The contemptuous glance faded into a look of despair; then in vain the thin fingers combed the long locks and the C. Q. D. signal was wafted toward Parnassus. The current of poesy was hopelessly short circuited and the poet turned to his knitting.

Seeking Royal Favor for Rutt.

Because of the Crown Prince of Germany's interest in bicycle racing, an effort is to be made to secure his intervention in Walter Rutt's behalf, in order that the latter may be excused from the two years' military duty that so far he has managed to



avoid. Rutt left Germany before he had completed his studies and has never gone back for the reason that he would have been arrested and compelled to serve his time in the army. If the military authorities decide to excuse Rutt from duty he will compete in Germany this season. If not, he may not cross the border.

Club Election Held in Peoria.

August Benson was elected president of the T. P. & W. Bicycle Club, Peoria, Ill., at its annual election last week. Other officers were chosen as follows: Vice-president, J. D. Bass; secretary, C. Harms; treasurer, C. L. Grosjean; captain, G. H. Belsterberg; first lieutenant, Clyde Powell; second lieutenant, A. E. Baer; color bearer, D. Johnson; directors, G. C. Knoche, Edward Gilmon, J. P. Herndon and W. W. Carroll.

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CANADA AWAKENS ANEW TO CYCLING

Plans to Stimulate Interest Inaugurated at
Large Gathering in Toronto—Series of
Race Meets Projected.

If thorough organization and the fostering of track and road racing will do it—and it surely will help mightily—Ontario, Canada, is due for a big revival in cycling. At a meeting held in Toronto last week the situation was thoroughly discussed and plans formulated to stimulate interest in bicycle riding in Ontario.

The meeting resulted in the appointment of a committee to devise some means whereby the interest of the sport may best be served. The committee consists of J. E. Willows, chairman; H. B. Howson, R. Falconer, G. L. Mackay, W. G. McClelland, G. S. Percy, A. E. Walton and James Poole.

The meeting was largely attended and was, to say the least, a very enthusiastic gathering. The why and wherefore of the decline of interest in bicycle riding in Ontario was thoroughly discussed and the consensus of opinion was that high gears had killed road and pleasure riding and that "dog-tag and tin-pan prizes," as Edward Willows, chairman of the Canadian Wheelmen's Association expressed it, had put track racing into the discard.

A majority of the men present agreed with Mr. Willows and it is certain that good prizes will be the rule at the meets it is proposed to hold this summer. In order to attract new riders handicaps, novice and small boys' races will constitute an important part in all programs arranged for the season.

F. C. Mills suggested the division of Ontario into districts and the holding of district championships, with a final provincial championship meet at Toronto in the fall. The suggestion was received favorably and probably will be acted upon officially as soon as the process of organization is completed. Pending a decision by the committee, Mr. Willows promised that the Canadian Wheelmen's Association will withhold an announcement of the annual Dominion championships.

It is likely that a monster bicycle carnival will take place in Toronto early this summer if a suitable track can be secured. There are several prospective sites under consideration, one of them being at Rose-dale, and another at the Scarboro Beach Athletic Park.

Roy Wheelmen Choose New Secretary.

Roger Colardeau has succeeded to the office of secretary of the Roy Wheelmen, of New York, Henry Kest having resigned. The vacancy in the club's racing committee caused by the removal of Georges Smoll to Buffalo, has been filled by the appointment of Paul Bichette.

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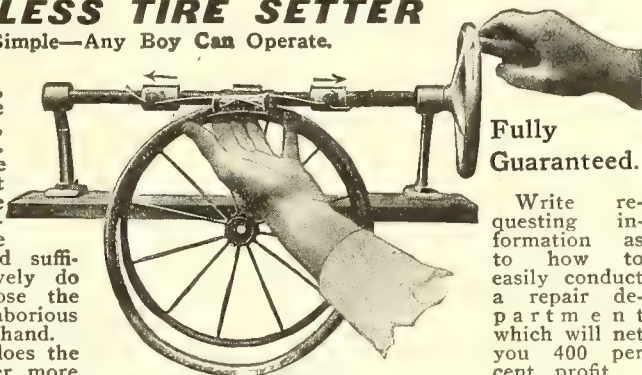
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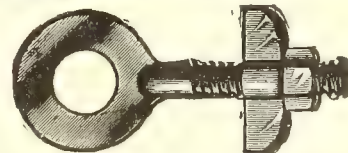
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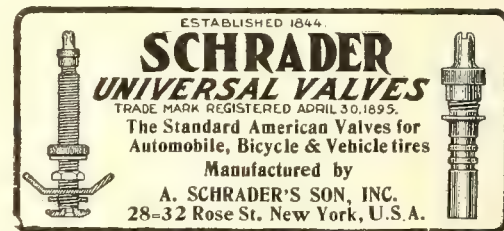
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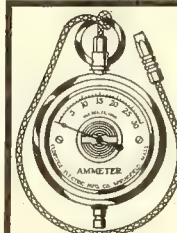
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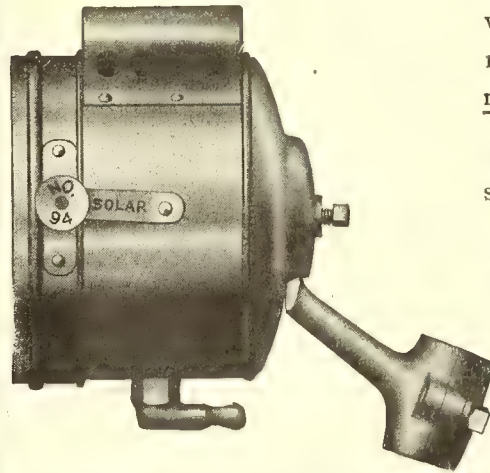
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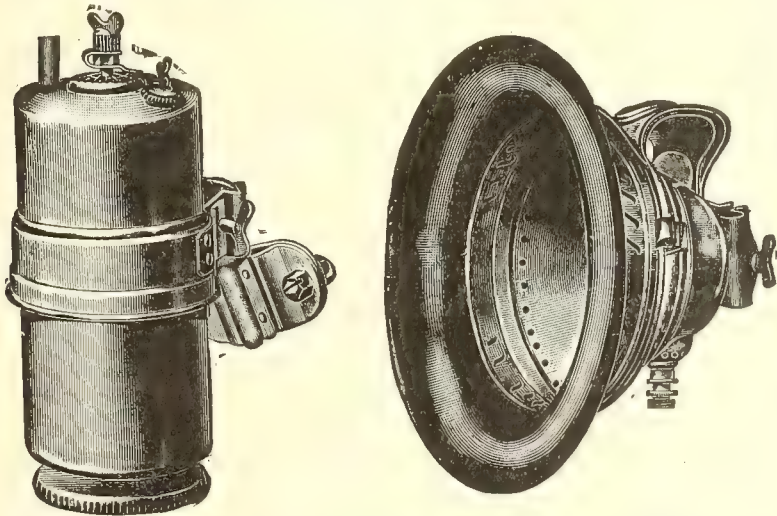
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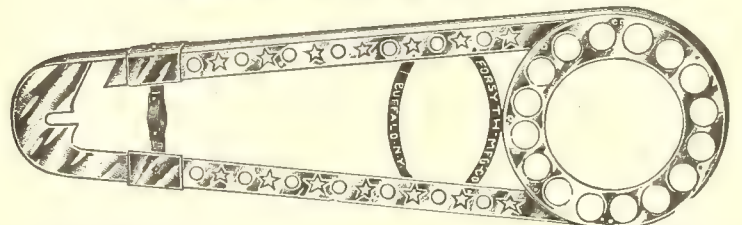


This is set 55 A and B, consisting of Lamp and Generator.
Price, \$6.50.

THE MOTOR CAR EQUIPMENT CO.

1727 Broadway NEW YORK 55 Warren St.
Our new 1909 Catalog sent upon receipt of 10c. postage.
Address Dept. B.

PROTECTION



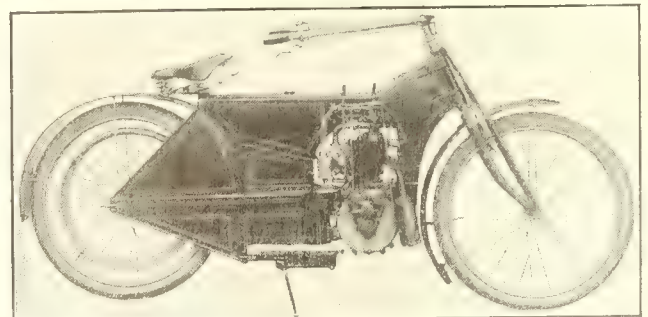
FORSYTH GUARDS

provide it.

Chain Guards, Sprocket Guards, Mud Guard Fittings, Hand Brakes, etc. Send for catalog.

FORSYTH MFG. CO., Buffalo, N. Y.

THE MIDGET BI-CAR



WALTON MOTOR COMPANY, Inc., Lynbrook, L. I., N. Y.

WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

MAILED postpaid to any address on receipt of 10 cents—a copy of the Annual Spring Number of the Bicycling World and Motorcycle Review. Contains 120 pages; illustrates and describes the bicycles and motorcycles of the year; a profusion of attractive pictures and entertaining reading; up to date tables of both bicycle and motorcycle records.

FOR SALE—A genuine bargain in a 1908 Curtiss single; fine running order. Extras included. Get description from WM. G. LAUTERBACH, Mendota, Ill.

FOR QUICK SALE—1907 twin cylinder Curtiss, \$125; 1908 3¼ horsepower Excelsior, \$135. CARL W. BUSH, Caldwell, N. J.

WANTED—Model 1909 Indian motorcycle. Give full description and price to RIDER, Box 1183, Bisbee, Arizona.

FOR SALE—Indian motorcycle, new tires and batteries; sell for \$100 cash. J. L. Leffler, Myerstown, Pa.

FOR SALE—2 cyl., 5 H.P. Indian, magneto ignition, extra size tank, with stand, grip control, etc. Machine used two months; in excellent condition. Gave \$310. Price \$200. J. W. ALVIS, 409 E. Springfield Ave., Champaign, Ill.

FOR SALE—1907 Indian, 2¾ H.P., \$90; 1908 Indian, 3½ H.P., \$135; 1908 Indian, 5 H.P. twin, \$160; 1908 Royal, 3¾ H.P., \$85. Postal brings our illustrated catalog describing them. H. A. FRENCH & CO., Baltimore, Md.

WANTED—First-class salesman to travel western territory for one of the best known and most saleable motorcycles. Good berth for a good man. Address, SALESMANSHIP, care Bicycling World.

RARE bargains in motorcycles, new and used; sundries at lowest prices. Get our catlog. WHIPPLE, the Motorcycle Man, 260 West Jackson Blvd., Chicago, Ill. U. S. A.

HAVE your motorcycle attended to during winter months. My prices are right and my work is beyond the experimental stage. Enameling any color. Everything in stock for both "The Man" and "The Motor." B. A. SWENSON, Providence, R. I.

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WE can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

SPOT cash paid for second hand motorcycles; we want 100. E. J. WILLIS CO., 8 Park Place, New York City.

WE REPAIR MOTORCYCLES.

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109 N. 12th St., St. Louis.

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Star Ball Retainers

WHO? Tell Us

The Star Ball Retainer Co.
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany



Troxel Saddles

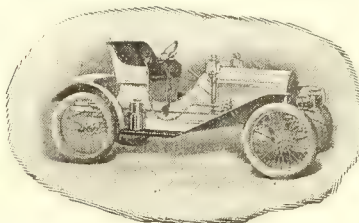
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FOR BICYCLES AND MOTORCYCLES.

English Leather Tops.

Write for quotations.

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PLAN CAR

\$350

Buys this \$600 Car equipped with Bosch Magneto.

Send for book "I."

C. H. METZ, Waltham, Mass.



AUTOGENOUSLY
WELDED
BICYCLE FITTINGS

An Innovation

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WORCESTER, MASS.

HIGH GRADE

wheels must have
the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD,
WATER OR DUST AND
ALWAYS EASY RUNNING

The only chain having FRICTIONLESS
ROCKER JOINTS. Insist on having the
Morse Twin Roller. Fits regular sprockets.

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PRICE TO

MORSE CHAIN CO., Ithaca, N. Y.

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Are Guaranteed for 5 Years.

Three reasons why you should be interested:
Indestructibility. Reliability. Price.

The up-to-date coil; constructed along practical and scientific lines, by patented methods, enabling us to offer unusual advantages.

Pfanstiehl Electrical Laboratory
NORTH CHICAGO, ILL.

TO THE LIVE MAN

interested in cycling or motor-cycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY

154 NASSAU STREET, NEW YORK

Enclosed find \$2.00 for which enter my subscription to
THE BICYCLING WORLD AND MOTORCYCLE REVIEW
for one year, commencing with the issue of _____

Name _____

Address _____

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Mangin Lens Reflectors, Split Front Glass.

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Send for Complete List, Lamp Bracket Attachments, each and all Motorcycles. Automobile & Boat Lamps (See Catalogue) 20th Century Mfg. Co., New York City

Lamp No. 102. Bracket No. 14 3/4.

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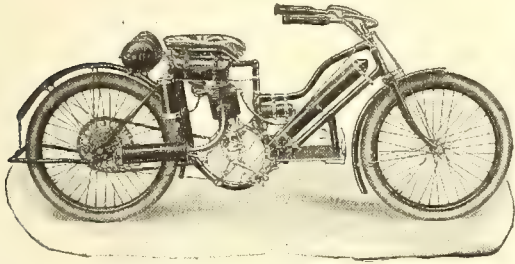
IF INTERESTED IN LIGHTING & COOKING ABOARD BOATS Or in COUNTRY HOUSES Send for literature. 20th CENTURY New & Simplified PROCESS GAS

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Our Catalogue is ready and will be mailed for the asking.

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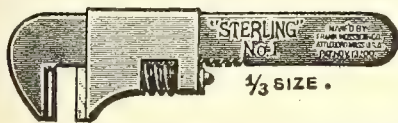
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We want every dealer to have our
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We are now ready to quote prices and de-
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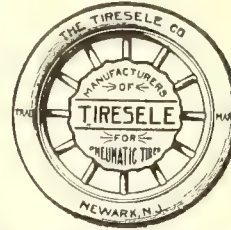
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Bicycle and Motorcycle Sundries

GET OUR PRICES

Special Stampings

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SHEET METAL**THE CROSBY CO., Buffalo, N. Y.**

WE GUARANTEE to end
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the use of

TIRESELE

the best proposition on the
market. Write for BOOK-
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Address communications to

THE TIRESELE CO.,

Manufacturers,

N. Y. Office, 1777 B'way. 53-55 Bank St., Newark, N. J.

GIBNEY WRAPPED TREAD BICYCLE TIRES

WRITE FOR PRICE LISTS AND DISCOUNTS

JAMES L. GIBNEY & BRO.
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**American Motorcycles**

Our Agency proposition is the best
yet. We give a discount that will
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American Motorcycle Co.,
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**IDEAL PLATING CO.**

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Genesee Pedals Frame Sets

Also All Metal Parts for
Bicycle Construction

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\$1.50.

(Trade **STA-RITE** Mark)
Ignition Plugs are now repaired perpetually,
free of charge, when returned to factory, be-
cause "They Stay Right the Longest."

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NEW 1909 CATALOG OF THE

F. N. BIG FOUR

JUST OF THE PRESS. SEND NOW.

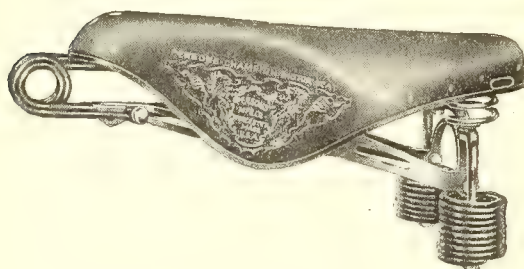
OVINGTON MOTOR COMPANY, 2236 Broadway, New York

If You Have
Never Tried It

put a



Persons
Saddle



on any machine in your store that is not fitted with one and notice how it "spruces it up."

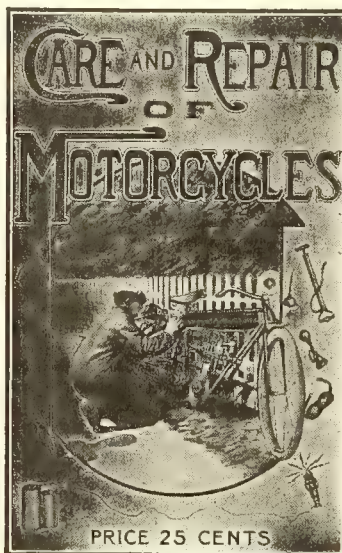
"Goods well displayed are half sold" is an old maxim. With Persons Saddles, bicycles are displayed to best advantage. They are of distinct assistance in making sales.

IF YOU ARE NOT ACQUAINTED
WITH OUR FULL LINE, WRITE US.

PERSONS MFG. COMPANY
WORCESTER, MASS.

WHEN HELP IS WANTED

the value of



is measured by dollars not cents.

64 pages bristling with the useful
advice and suggestion desired by all
motorcyclists.

25 Cents

BICYCLING WORLD CO.

154 Nassau Street, NEW YORK

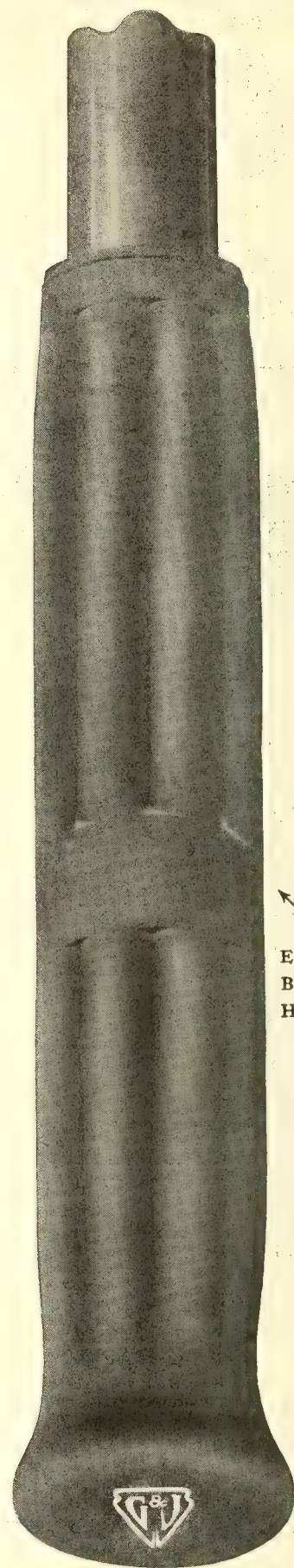
If you are Interested in Automobiles

THE MOTOR WORLD

Will Interest You.

Published every Thursday at 154 Nassau
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Specimen Copies Gratis. \$2.000 per Year.



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HANDLE

Order your new motorcycle equipped
with

G & J ROUGH-RIDER GRIPS

Made of Rubber.

They relieve the vibration.

Price, \$1.50 Per Pair

For Sale by All Dealers.

G & J TIRE CO.
INDIANAPOLIS

Many men have tried
to find better than



Kokomo Tires



but none ever has
succeeded in doing so.
It is impossible.



Kokomo Rubber Co.,
Kokomo, Ind.

A Word Regarding Your Tire Equipment.

Records on file in our office—show that the hundreds of motorcycle dealers and riders who gave Morgan & Wright tires a fair trial last year, are, almost without exception specifying them on their machines this year—a result that could only have followed thoroly satisfactory service on the part of the tires.

We firmly believe that the enviable records our tires have made during the past year is largely due to the fact that they are built with much more strength than they are likely to require in service. Unexpected strains which are the cause of the majority of tire failures are thus amply provided for.

These extra-strong, long-lived tires will cost you no more than other brands.

Any dealer or manufacturer will be glad to honor specifications.

MORGAN & WRIGHT, Detroit

EMBLEM MOTORCYCLES

— PRODUCT OF CO-OPERATIVE LABOR —

**3½ H. P.
BELT DRIVE**
Spring Fork, Price \$175

**4 H. P.
LOW FRAME**
28 Inch Wheels,
Price \$200

**BALL BEARING
MOTORS OF OUR
OWN MAKE**



**TRIANGULAR
REINFORCED
TUBE**

(OUR OWN MAKE)

Is Used in Emblem
Motorcycles.

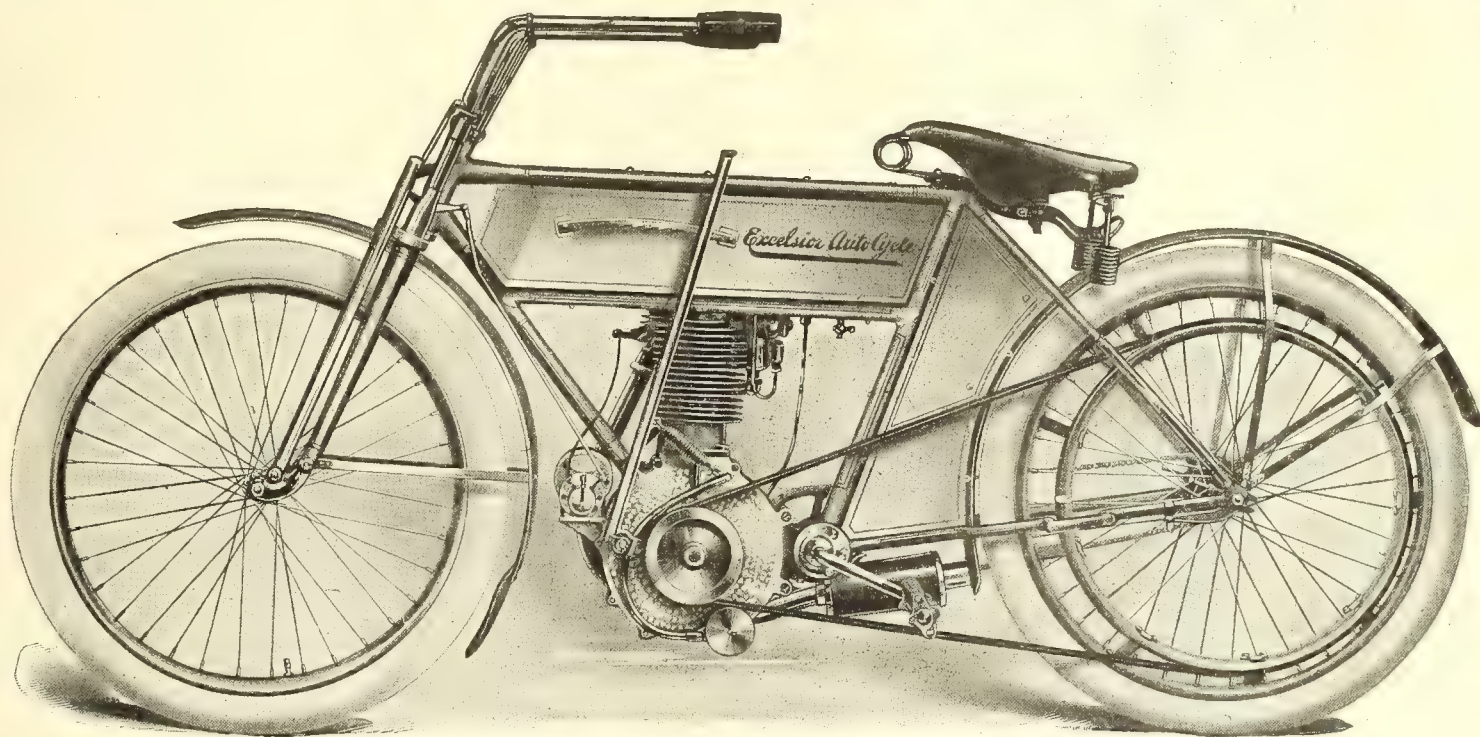
Emblem Spring Fork Makes Riding Enjoyable

Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

EMBLEM MANUFACTURING COMPANY, Angola, N. Y., U. S. A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

Watch the EXCELSIOR for 1909



The King of Road Machines AGAIN PROVES ITS SUPERIORITY

Six Excelsiors

4 ridden by inexperienced riders, entered in the 200 mile reliability run of the NEW YORK MOTORCYCLE CLUB, May 9, and the six riders **Started and Finished on Time** without adjustment of any order. FURTHER than this, three of the riders rode 62 miles to take part in the run and returned to their homes after completing the 200 mile reliability run, making a total distance of 324 miles in 36 hours elapsed time.

This is just a start for 1909, showing that the
EXCELSIOR AUTO-CYCLE ALWAYS MAKES GOOD

A POSTAL BRINGS CATALOG

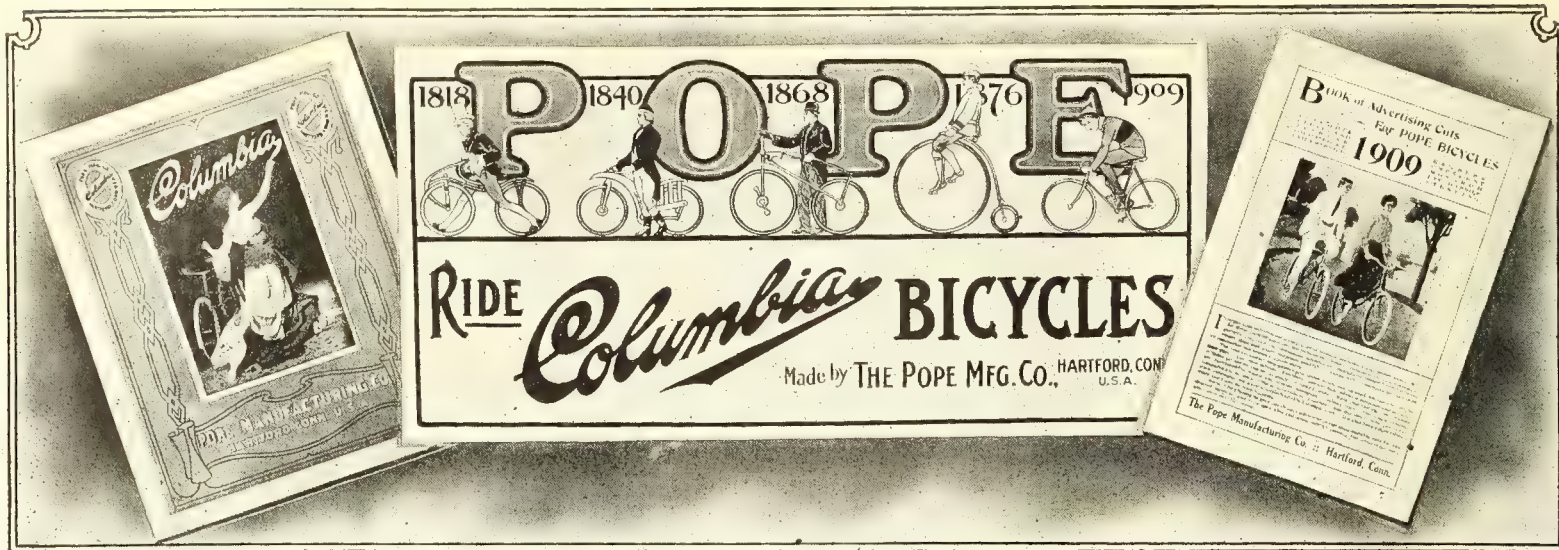
EXCELSIOR SUPPLY COMPANY

233-235 Randolph St.

Established 1876

Chicago, Illinois

Eastern Distributor: STANLEY T. KELLOGG, 2232 Broadway, New York, N. Y.



AIDING THE DEALER

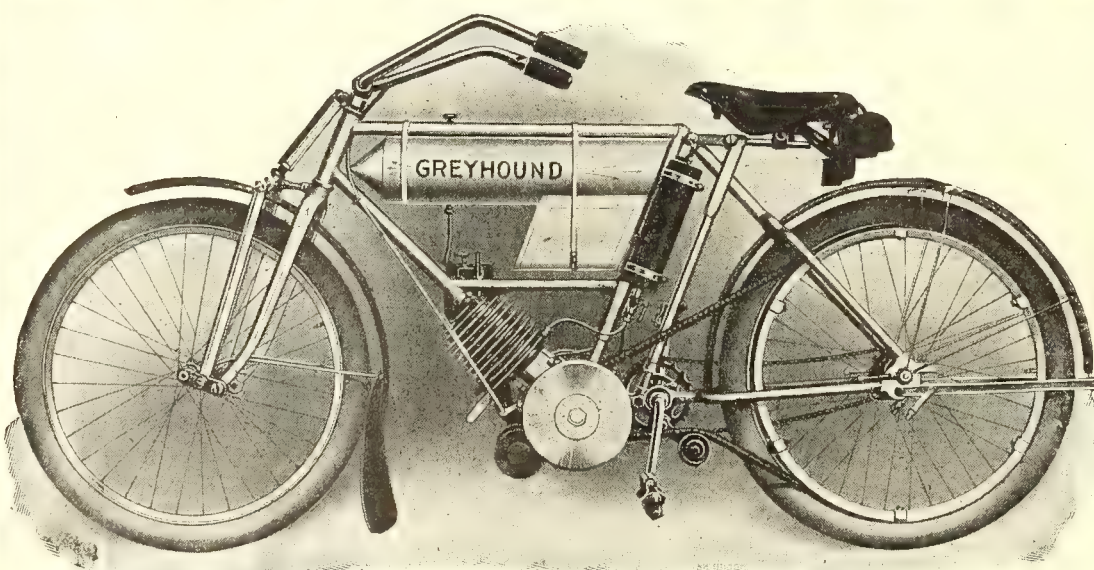
Given bicycles of the finest style, quality and reputation, bicycles most complete in variety and price, there still remains the important question of attractive printed matter in which the maker can efficiently aid the dealer in making sales.

The COLUMBIA CATALOGUE, undoubtedly the most complete and handsomest bicycle catalogue printed, often turns the scale in favor of the Columbia dealer.

The COLUMBIA POSTER, attractive and unique among posters, creates interest and draws trade. Lithographed in four colors. Size, 48 x 24 inches.

The POPE BOOK OF CUTS contains illustrations of over 150 electrotypes free in reasonable quantities to Pope dealers.

GREYHOUNDS



are rapidly coming into the popularity they deserve. Riders are not slow to appreciate the unequaled comfort features of the 1909 model, and the popular verdict is that "THE GREYHOUND HAS GOT 'EM ALL SKINNED FOR COMFORT."

The qualities that make it good to ride make it equally

good to sell. Riders and dealers should correspond with us.

THE AUTO-BI CO. Oldest American Motorcycle Makers **1443 Niagara St., Buffalo, N. Y.**

Sales Agents Metropolitan District, THE BROWN-DEWEY COMPANY, 1697 Broadway, New York.

"Rush More Goodyear Pathfinder Tires"

J. A. Leonard, bicycle dealer of Wellsville, N. Y., writes us:—

"I am sending you the names of fifteen bicycle riders who have purchased Pathfinder Tires of me. These have bought from one to two tires each and are well pleased with them. They have proven to be excellent tires. I am sending an order for more Goodyear Pathfinder Tires. Please rush as I do not wish to get out of them."

This is a sample of the kind of letters we are getting from live dealers every day. We have more than 300 dealers—one to a town—all over the country, who write us that the Goodyear Pathfinder is the readiest seller they ever handled. There must be a reason. Find out. You write us if we are not represented in your town, and see what a money-making opportunity there is in it for you. Be the live wire—for wide-awake dealers certainly are quick to see the advantages of handling the Goodyear Pathfinder. Start a letter to us today.

The Goodyear Tire & Rubber Co.

Moal Street, Akron, Ohio

Ask us for a section of the Pathfinder Tire. You will see why the Pathfinder pleases riders so well—why it is a durable tire and easy riding tire as well. In the Pathfinder Tires only the best materials are used.

That is why they last—but

To this wearing strength we also unite by the Special Goodyear construction easy-riding quality called "resiliency."

Goodyear Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian of a special close weave, which, while very pliable, is of great strength.

Examine particularly the Pathfinder Tire's cover. It will be good and strong when others have been worn out and thrown away.

Yet the Pathfinder yields and springs in your hands.

The Reinforcing strip is made of toughened rubber prepared by our own patented process which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side of the Pathfinder is pebbled so as to give the rim cement a tight grip and thus prevent creeping.

You can *repair* the Pathfinder Tire. This is another great feature of economy. Many bicycle tires cannot be repaired.

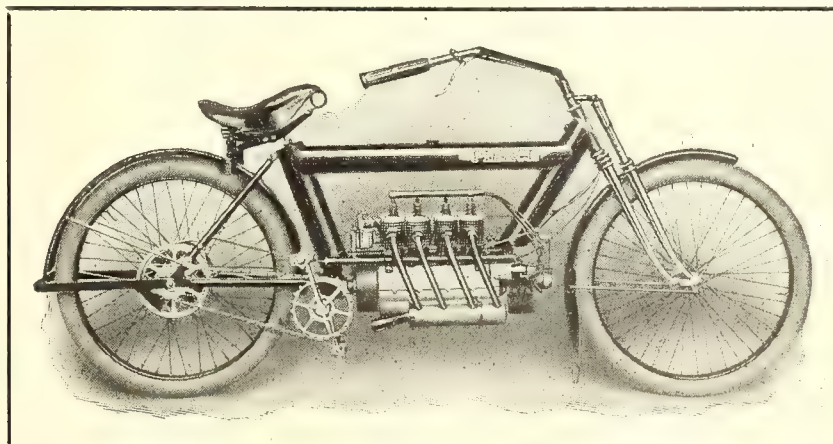
The first break means that they will have to go to the junk pile.

It pays to sell a good tire. You have it in the Pathfinder. You can offer it at a price that will attract everyone.

Write
for
Sample
Section of
"The Pathfinder"

PIERCE

**FOUR
CYLINDER**



**SHAFT
DRIVE**

RECOMMENDATIONS are being received from riders and dealers in all parts of the country concerning the satisfaction they are receiving from the *Pierce Vibrationless Motorcycle*. All agree that we have been short on promises and long on performance.

We have had to increase our 1909 production to take care of orders. We can take care of a few more agencies and solicit your business.

Have you seen our latest catalogue? It's worth reading even though you may not care to buy.

We also manufacture PIERCE BICYCLES in larger numbers and better in quality than ever before.

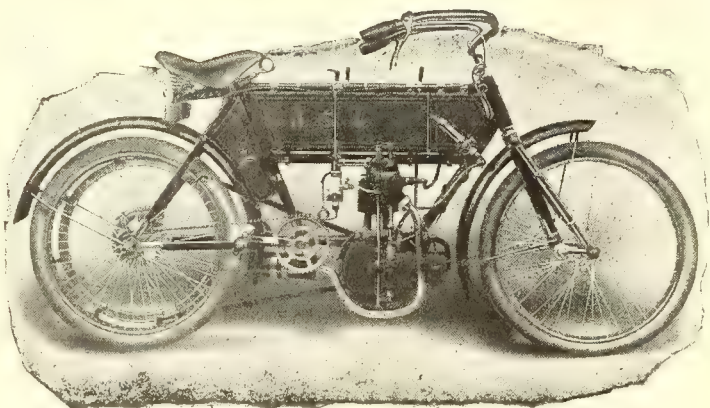
THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Branches
Oakland and Denver

When Selecting a Motorcycle

give due consideration to the

NSU



3 1/2 H. P. Single Cyl. Standard Touring Model.

BECAUSE

it has proven by actual performances to be unequalled no matter what test it is put to.

HIGHEST AVERAGE

3 Gold Medals—F. A. M. Endurance Contest

HIGHEST AWARD

2 Gold Medals—N. Y. M. C. Quarterly Trials

WORLD'S RECORD

1 Mile 46 1/2 Sec.

11 Silver Medals—200 Mile Spring Run of the N. Y. M. Club

3 H.P. TWIN ROADSTER—Finished on time.

4 H.P. MODEL DE LUXE—First to reach the 100 mile mark, and finished on time.

F. A. M. ENDURANCE MODELS—All finished on time.

TOURING MODELS—All finished on time.

Catalogue "B" explains all these models.

N. S. U. Motor Company
206 West 76th Street, New York City

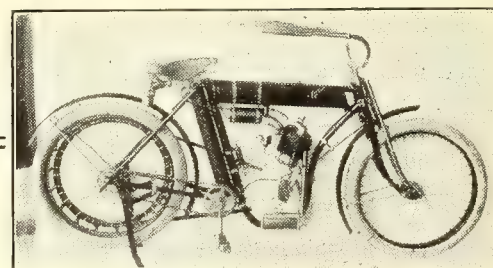
If You Value Your Comfort

not merely for a week or a month, but for the entire season, and for next season, too, and if you desire a saddle that will be as good at the end of the year as it is at the beginning, a

PERSONS SADDLE

is the only one that will fill the bill, and a Persons-or-nothing will be your policy.. You will "give the laugh" to and wave aside anyone who tries to "work off" on you one of the numerous "just-as-goods." There is no other saddle in the Persons class and they all know it.

Persons Manufacturing Company
WORCESTER, MASS.



OUR NEW MODEL

Bull Dog Four

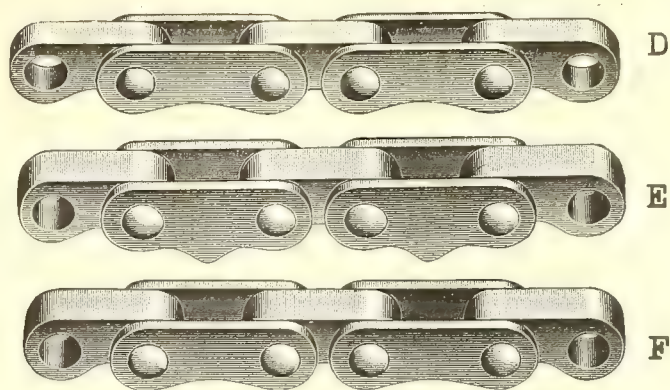
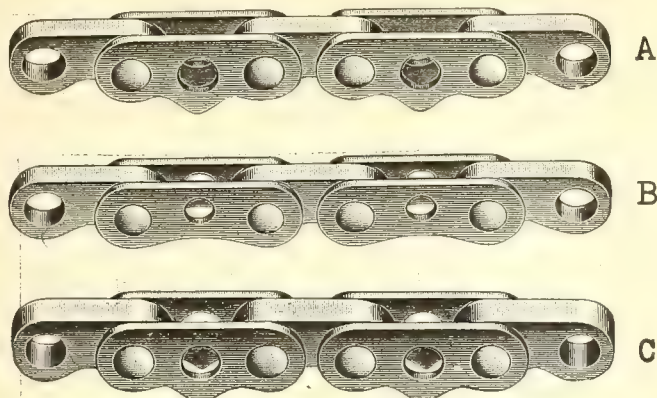
G An entirely new ARMAC engine with more power and speed to conform with the new requirements of the public who want more power and higher speed. ARMAC simplicity and reliability has been retained in all of our models.

The Price complete is \$210

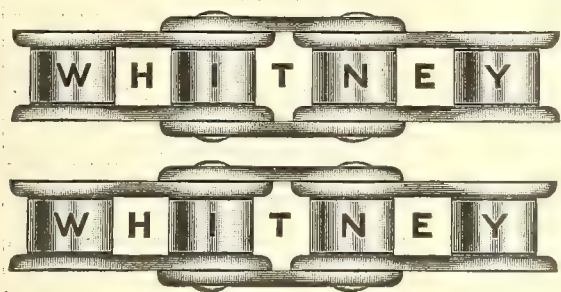
CAN YOU BEAT IT?

Drop us a Postal

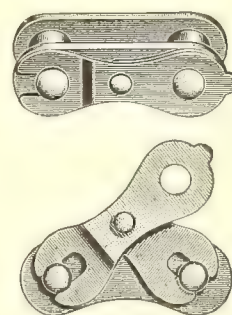
ARMAC MOTOR CO. 472 Carroll Ave.
CHICAGO, ILL.



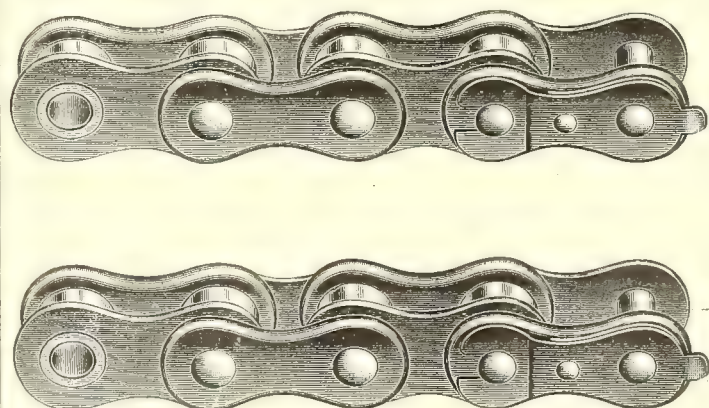
With a new equipment of special machinery and tools we are again making a great specialty of Block Chains for Bicycles and Machine Drives.



INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
 For Motorcycles, Etc.



New Patent
Safety
Connecting
Links
 For Bicycle and
 Motorcycle Chains



"Whitney" Chains

ARE MADE IN ONE
 OF THE MOST
 MODERN OF
 AMERICAN FIRE-
 PROOF FACTORIES

The Whitney Mfg. Co.

HARTFORD, CONN.



VIEW IN CHAIN DEPARTMENT

The Musselman Automatic Coaster and Brake



"A child can put it together."

The brake without the Side-arm

STRONG
SMALL
SIMPLE
LIGHT
POSITIVE
SENSITIVE

The brake without the Lock-washer

MADE ONLY BY



"Weighs only 25 ounces."

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

LICENSED COASTER BRAKE MANUFACTURERS.

Hudson

Hudson

THE HUDSON Advertising Campaign Has Started

WE ARE CREATING THE DEMAND for our agents, and they receive all the benefit, for we advertise for them and to help them. You can have your full share by taking an agency. Write for particulars and we will also send you copies of the Hudson Magazine "ads" showing what we do to help our agents.

The Miami Cycle & Mfg. Co. MIDDLETOWN OHIO

DISTRIBUTORS:

BAKER & HAMILTON San Francisco, Cal.
J. W. GRADY & CO., Worcester, Mass.
ELYEA-AUSTELL CO., Atlanta, Ga.
HAVERFORD CYCLE CO., Philadelphia, Washington, D. C., and Buffalo.
NEW YORK SPORTING GOODS CO., New York, N. Y.

Hudson

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, May 15, 1909.

No. 8

PRICES OF TUBING TO ADVANCE

Revised Tariff Will Affect the Cost of Bicycle Production—"Point System" to Appear in New Schedule.

New quotations on tubing of the Shelby brand and of those sizes which are most generally employed for bicycle manufacture shortly will add to the cost of such manufacture.

It was quite generally understood that the prevailing prices were named with a view of killing competition, but as they failed to do so, the National Tube Co., which draws the Shelby product, evidently purposes hereafter to pursue another policy; at any rate, it had prepared a revised tariff which was intended for promulgation on May 1st, but it was called back for correction, and it is stated that the revision will not be issued until late in this month.

The new figures, however, will affect chiefly the bicycle trade, for while there are reductions on some of the smaller and larger sizes, the one-inch 18 gauge tubing, which constitutes the main frame of bicycles, has undergone a sharp advance.

The 24 gauge, 22 gauge and 20 gauge of the 1-inch tubing are about $\frac{1}{2}$ cent less per foot in quantities of less than 100 feet, and about 1 cent less in lots of more than 100 feet, while the same gauges in the other diameters are approximately proportional. For the 18 gauge, 17 gauge and 16 gauge, however, there is an increase of 2 cents per foot on the 1-inch size in quantities of less than 100 feet, and a raise of not quite $1\frac{1}{2}$ cents where the quantity exceeds 100 feet, with other diameters in proportion.

For the heavier tubings, starting with 14 gauge, there are reductions practically throughout, resulting in cheaper prices for some of the sizes used for motorcycle tube stock.

An elaborate "point system" is to be incorporated in the new schedule when it appears, the new prices being in conformity

with "points" which ostensibly have been added to or subtracted from the old figures as the result of the labors of a highly organized cost-finding department which the National Tube Co. is said to have had at work on its manufacturing processes for the past year. The "points" also will be used as an exact method for determining the extra charges imposed for cut, multiple and specified lengths, the charges for these having in the past been somewhat variable and arbitrary.

Ladder Concern to Supply City Tires.

The New York Department of Street Cleaning, which employs a large number of bicycles for the use of inspectors or assistant foremen, this week awarded its contract for tire equipment. The specifications call for 280 tires equal to the Hartford 77 and, remarkable to relate, the lowest bid was made by the Combination Ladder Co., which heretofore has cut no figure in the cycle trade and which appears to carry no tires in stock. The Ladder company's successful bid was \$859.77.

London Importing House in Trouble.

Markt Bros. & Co., London, England, who at several periods handled a number of American cycle accessory accounts, are in financial difficulties. Their total liabilities are £15,578, and their estimated assets £8,690. The latter are constituted of book debts, £8,294, stock on hand, £382, and balance in bank, £12 19s. 3d. The firm, however, is not to be confounded with the better known Markt & Co., also of London.

Alexander Becomes the Whole Firm.

W. D. Alexander, president of the Alexander-Seewald Co., Atlanta, Ga., has purchased the interests of S. M. Seewald, the secretary-treasurer of the company, and is now in absolute control. The company title is being continued and an enlargement of the present salesrooms is in contemplation, Mr. Alexander stating that the volume of his jobbing business is exceeding his expectations.

TARIFF TINKERING MAY REACT

Peculiar Situation Affecting Bicycles and Motorcycles Due to Automobile Influence—Two-Edged Phraseology.

Whether the adroit work which resulted in the specific mention of tires, axles and ball bearings as parts of bicycles, motorcycles and automobiles, in the United States Senate tariff bill may not ultimately serve to embarrass those whom it is designed to benefit is the pretty question that has arisen.

As reported by the House, the schedule affecting the three industries read as follows:

"Automobiles and parts thereof, bicycles and parts thereof, and motorcycles and parts thereof, forty-five percentum ad valorem."

After the bill reached the Senate some fine work was performed, and when that body presented the document, the clause in question had been altered to read as follows:

"Automobiles, bicycles and motorcycles, and parts of any of the foregoing, including tires, axles and ball bearings, forty-five percentum ad valorem."

The three types of vehicles and their parts are now being taxed 45 per cent., but when imported separately tires pay a levy of 30 per cent., as a manufacture of rubber. It was because the automobile interests responsible for the change of phraseology desired to make tires subject to the higher duty that the remarkable shift of a rubber production to the schedule applying to metal manufactures was effected and axles and ball bearings also specified apparently for good measure.

When the keen eye of a large manufacturer identified with the cycle trade, who does not make tires, but who does produce parts other than axles and ball bearings, noted the change made by the Senate committee, he took

counsel with his legal adviser and was advised that the mention of specific parts was a ticklish and undesirable procedure which is not unlikely to throw parts not specified into other classifications of the tariff. The manufacturer in question then took up the subject with the senators from his State and it is reported that they will oppose the phraseology of the Senate bill and fight for the adoption of the House provision. Efforts to convince the lawyer concerned of the unsoundness of his opinion have proved unavailing. He resolutely has refused to recede from his position, which is stated in this language:

"Of course I am not able to say just what actuated the committee in making the change in phraseology from the House bill to that which appears in the Senate bill. If tires, axles, and ball bearings are parts of automobiles, bicycles and motorcycles, then, of course, they are clearly covered by the House bill, and in that case the language of the Senate bill would seem to be such as to exclude anything excepting tires, axles, and ball bearings under the description of parts of automobiles, bicycles and motorcycles.

"If, therefore, they are parts, manifestly the change from the phraseology of the House bill to the phraseology of the Senate bill would operate to limit the application of the forty-five per cent. ad valorem tax provided for to automobiles, bicycles, motorcycles, and tires, axles and ball bearings. If, on the other hand, they are not parts of automobiles, bicycles and motorcycles, I can understand the change made from the phraseology of the House bill to the phraseology of the Senate bill is a proper one.

"It would seem as if it must be that there was a doubt in the minds of the committee as to whether tires, axles and ball bearings were parts of these machines. I cannot understand how there can be any such doubt. It would seem to me, therefore, that the phraseology of the House bill was a much safer one.

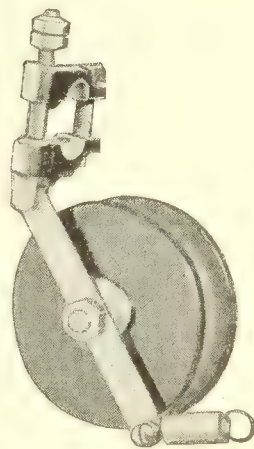
"I am very much of the opinion that if the Senate bill becomes a law with the phraseology quoted, it will be claimed that only tires, axles and ball bearings are to be included in the description of 'parts of any of the foregoing.' It would be easy to assert that the mention of certain things excluded things that were not mentioned.

"I do not see the necessity of the change. It is always very dangerous to specify certain things as coming under a general description for the reason that the court, when called upon to construe the section, is very likely to take the ground that if they had meant to cover anything else by the general description there was no necessity of their specifying the particular items mentioned. I cannot conceive that any question could reasonably be raised under the House bill to the effect that tires, axles and ball bearings were not parts of the machine. If they are parts, then they are covered by the House bill.

"For this reason I am strongly of the opinion that it would be wise to secure an amendment of the Senate bill to make it read as the House bill now reads, unless, in addition to tires, axles and ball bearings, you specify in the Senate bill all the different parts of which automobiles, bicycles and motorcycles are or may be composed."

New Ball Bearing Chain Idler.

To the lengthening line of Capitol motorcycle accessories which he produces, F. W. Anderson, Albany, N. Y., has added the ball bearing chain idler shown by the accompanying illustration. All metal parts of the idler, which will fit any motorcycle, are of steel, nickel plated, and the roller is of



fibre, and therefore noiseless. Large cones and 3-16 inch balls are other features of the device. Another of Anderson's recent productions is a reserve pedal, which is not merely a pedal pin threaded at both ends, but is a pin not only so threaded, but having the usual side plates as well.

Spaldings Extending Bicycle Trade.

A. G. Spalding & Bros., who heretofore have maintained bicycle departments in only their New York, Pittsburg and Denver stores, are greatly extending their field of bicycle operations, the Spalding sporting goods stores in Boston, Philadelphia, Syracuse, Buffalo, Baltimore, Cleveland and Atlanta all having been supplied within the past few weeks with stocks of bicycles and the managers instructed to advance their sale in every way possible. There are Spalding establishments in twelve other cities in this country and wherever space and circumstances will permit it is probable that they, too, will be stocked with bicycles.

Matrimony Disrupts Denver Firm.

"The Wheelmen's Friend," which is the style of a copartnership under which for twelve years Walter W. White and Miss Josephine A. Welch have operated a bicycle establishment in Denver, Colo., is about to be dissolved, and just because Walter went and acquired another partner—a wife. Recently, it is stated, Miss Welch took a vacation and it was during her absence that White induced another young woman to become Mrs. White. When Miss Welch returned and learned the state of affairs,

things did not run along as smoothly as before, and accordingly she has applied to the courts for a dissolution of the "Wheelmen's Friend" partnership and for an accounting.

Butler Inaugurates All-Night Garage.

H. R. Butler, who was one of the earliest motorcycle riders in this part of the country, has established a bicycle and motorcycle garage and repair shop at 2059 Jerome avenue, near Burnside, New York City. The place will be kept open day and night, Sundays included, and gasoline at 17 cents per gallon will be stored on the premises. Butler has also fixed a rate for storage and cleaning that is not of the get-rich-quick variety.

De Dion-Bouton to Build Bicycles.

While the list of bicycle manufacturers who are now engaged in automobile manufacture is a long one, about the most notable reversal of the rule that has occurred is supplied by the famous French firm, De Dion-Bouton. Long noted for its motors and motor cars, the firm just has embarked in the manufacture of bicycles, a separate factory for the production of which has been equipped at Puteaux, where the big De Dion motor works are located.

Arnstein Referee Issues a Notice.

Sidney C. Eastman, referee in the bankruptcy of Eugene Arnstein, of Chicago, has set May 22d as the limit within which any objections to the confirmation of the settlement offered by the Arnstein family will be received. The settlement tendered, as will be recalled, amounts to 40 per cent.

Splitdorf Building Factory Addition.

C. F. Splitdorf, the well known maker of ignition apparatus, has broken ground for an extensive addition to his factory on Walton avenue, New York. His present facilities, large as they are, have not been sufficient to cope with the demand for his goods despite night and day work.

Organized to Handle Permanit.

The Permanit Co., of New York, has been formed by W. L. Roder, to handle the Permanit puncture-proofing powder in New York City and vicinity. The new concern, of which M. J. Stilger is manager, has located in the Thoroughfare building, Fifty-seventh street and Broadway.

Remy Magneto for Motorcycles.

The Remy Electric Co., Anderson, Ind., is making ready to add a magneto for motorcycles to its productions. The company already has established a reputation for its automobile magneto.

Handling the Light in San Francisco.

Newell & Leach have established themselves in the motorcycle business at 518 Van Ness avenue, San Francisco. They are handling the Light.

AUTO-BI DEVELOPS FIRE-FIGHTER

Chadeayne Demonstrates Its Efficiency for
"First Aid" Purposes—His Machine
and How It is Equipped.

Abroad several instances have developed in which motorcycles, usually either three or four-wheelers, have been adapted for fire fighting purposes, but the first actual employment of anything of the sort stands to the joint credit of W. C. Chadeayne, of

in spring brackets on each side of the rear wheel in such a way as to be instantly released by throwing a cam lever, enabling the operator to snatch them out in a jiffy. The machine is equipped with an automatic stand which takes care of itself when the machine is pushed off, and with a loud voiced alarm bell for the purpose of warning traffic.

For several weeks past the man and the machine have been stationed at Chemical No. 5 house in Cleveland avenue, Buffalo, responding not only to alarms from the dis-

tion is more than equal to all legitimate requirements, and that its shock absorber fully fills the bill.

To Keep the Rims Free from Rust.

Rims should be kept free from rust, to facilitate the removal of the covers when tire trouble occurs. Tire experts agree that powdered graphite and glycerine make the best preparation to apply to wheel rims for the prevention of rust. This is compounded by taking a small quantity of powdered graphite and mixing it with glycerine until it becomes a thick paste, then it can be applied with a brush. Graphite and linseed oil paint is another preparation for this purpose. If tires are removed about once a month, the casing examined inside and out and soapstone applied to the rims of the wheels the removal of a tire or the replacement of a tube or casing will cease to be a shardship.

Removing Oil or Grease from Floors.

The most practical method for removing oil and grease from any floor is the use of a hot, saturated solution of common washing soda. This is prepared by dissolving as much of the soda as possible in a quantity of hot water. The solution can be made up in quantity and stored in a barrel or elsewhere. When about to clean the floor, the solution should be heated to near its boiling point and applied hot, supplementing its unaided action by a vigorous sweeping with a stiff broom or brush. Washing soda can be purchased in twenty-five pound quantities for about four cents per pound.

Polishes for Brass Horns or Lamps.

For polishing brass horns or lamps either of the following recipes are recommended by one who has used them:

Three parts oxalic acid dissolved in 40 parts of hot water, adding 10 parts powdered pumice stone, 12 parts soft soap and 12 parts of a fat oil. Apply with water.

Rottenstone, 4 ounces; powdered oxalic acid, 1 ounce; sweet oil, 1½ ounces; spirits turpentine of sufficient quality to make a paste. Use oil of turpentine to apply.

Remedy for the Dirty Spark Plug.

A good cure for dirty spark plugs is to run the engine for some little time with the compression taps wide open, and with as weak a mixture as possible. This it is claimed has the virtue of cleansing the points, however foul they may be—that is, of course, provided they are not too dirty to spark at all.

When the Carburetter Drips Fuel.

If gasoline drips from the carburetter when the machine is standing, the needle valve connecting with the float should be investigated. If pressing it down stops the dripping, the float is too high. If the dripping persists, the valve leaks and should be ground to a fit, preferably using pumice stone.



W. C. CHADEAYNE AS A FIRE-FIGHTER

the Auto-Bi Co., and to the city of Buffalo, N. Y.

Knowing that 80 or 90 per cent, of fires are the trifling blazes termed "lace curtain fires," in the firemen's language, Chadeayne long has possessed the idea that if a motor bicycle could be so rigged that a trained fireman could be conveyed to the scene in "no time at all," he would be able to locate the blaze and decide the best means of attacking it, even when with a ready and reliable extinguisher he was unable to subdue the fire before the ponderous apparatus of the department had arrived. Finally he found in the Ever-Ready extinguisher what he was looking for and already having the motor bicycle—a Greyhound, of course he coupled them up and then obtained from the city authorities permission to try out his first aid ideas of fire-fighting. That a motorcycle can be rigged to look the part and that Chadeayne himself makes a business-like fireman, the accompanying photographs serve to testify.

As shown by the illustration, the extinguishers, which are said to be six times as efficient as the ordinary chemical, and twenty times as efficient as water, are mounted

in spring brackets on each side of the rear wheel in such a way as to be instantly released by throwing a cam lever, enabling the operator to snatch them out in a jiffy. The machine is equipped with an automatic stand which takes care of itself when the machine is pushed off, and with a loud voiced alarm bell for the purpose of warning traffic.

For several weeks past the man and the machine have been stationed at Chemical No. 5 house in Cleveland avenue, Buffalo, responding not only to alarms from the district covered by chemical No. 5, but to nearly all alarms from other districts in the city. In most of the cases, irrespective of distance, the Greyhound has arrived before the department apparatus, and in several instances Chadeayne has killed the fire before the regular department could get into action. As a case in point, on April 25th, there came an alarm from Bird avenue, and Hoyt street in response to which the Greyhound traveled 6,580 feet, about a mile and a quarter, and Chadeayne put out the fire while the crew of Engine No. 19, which had to travel only 1,800 feet, were coming up the stairs.

In another case, the little two wheeler ran 7,400 feet and had first water on the fire, arriving about the same time as truck No. 4, which traveled 3,000 feet. The distances quoted are as shown on the official city maps.

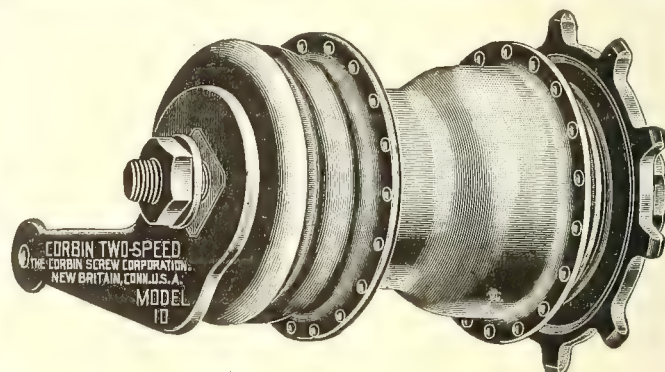
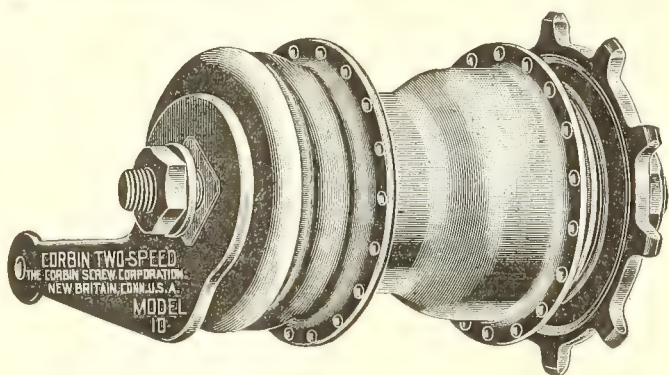
The Auto-Bi people naturally are enthusiastic over such a showing. In view of the fact that the extra weight carried is very considerable, and the use about as hard as could be devised, they consider that it proves that the regular Greyhound construc-

There is no reason why any cyclist should be

A Slave to Gear.

With the

Corbin Two-Speed Coaster Brake



it is possible to have either a high gear or a low one whenever or wherever one wants it. Our Two-Speed solves the hill-climbing problem and like the other Corbins it is also an incomparable coaster and brake. It is a business-builder and a pleasure promoter.

CORBIN SCREW CORPORATION

New Britain, Conn., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 15, 1909.

"Enclosed please find the renewal of my subscription for another year. I think every one interested in bicycles should have the *Bicycling World*. I have received some valuable pointers from it."—C. O. Schulte, Kansas City, Mo.

Why Vigilance is Necessary.

With Maryland and Wisconsin making ready to include motorcycles in the provisions of their automobile laws and thereby to nullify the exemption granted by the present law and with the test case in Michigan having gone contrary to the motorcyclists' interests, increased watchfulness and effort on the part of the F. A. M. officials is necessary or the advantages gained in New York, Illinois, California and other States next will be lost.

If the officials wait for volunteer workers to arise and proclaim themselves—an idea that seems to obtain in some directions—they will wait until doomsday or thereabouts. The average member of even a voluntary organization appears possessed of the opinion that its officials have nothing else to do but "look after" affairs wherever they may develop and then he complains if all does not result as he would have it, although he may not have raised a finger to help himself.

The volunteer worker is a rare bird. The men worth while usually must be sought out, and in previous legislative effort to which most of the existing advantages are due some of the most useful influence and assistance was found outside of the motorcycling ranks.

What one man of the right sort can achieve is aptly shown in the new Pennsylvania bill which just has been signed by the Governor. Single-handed, Dr. S. D. Bashore, a former official of the F. A. M., who this year was permitted to work unofficially, not only succeeded in reducing the amount of the registration fee, but, when hope seemed vain, in reducing also the obnoxious size and character of the tag required.

Sowing the Whirlwind.

That the motorcycle scorcher and the open muffler "fiend," who usually are twin brothers when they are not the same person, are sowing the wind which will result in a reaping of the whirlwind, not merely by the offenders, but by all motorcyclists there is small reason to doubt. Although the season is not yet in full swing, the public prints of all parts of the country contain numerous outcroppings that indicate unmistakably that the scorcher and the open muffler are arousing resentment that bodes no good for motorcycling.

Thus the McKeesport (Pa.) Times heralds in large black type: "Big Kick on Motorcycles; Pacific Avenue People May Appeal to City Council for Protection from Reckless Riders," and then proceeds to denounce motorcycles as "new terrors" which are "more dangerous than automobiles." In Minneapolis, the daily papers, also with conspicuous headings, report that because of the scorching and noise, a Methodist congregation in that city has petitioned the city council to close a cycle path which runs past the front of its church. For the same reasons, the Board of Trustees of Cornell University, at Ithaca, N. Y., already have closed an avenue which crosses the college grounds. Similarly the Washington (D. C.) press reports that motorcycles which "puff too loudly" are being barred from the Potomac Drive. In Pittsfield, Mass., the Eagle editorily calls attention to the fact that "operators of motorcycles are running their machines at a dangerously fast speed." For the same cause, the Los Angeles (Cal.) Police Commission has requested the city council to enact an ordinance requiring motorcyclists to display numbers and because

of the "widespread complaint of their noise," San Bernardino, which is not far from Los Angeles, is drafting a law making it a misdemeanor to ride motorcycles with their mufflers open.

These indications of the bad odor which is arising and of the damage which is being done represent no special effort to collect such evidence and cover a period of but a comparatively few days. But they are sufficient to disclose the trend of the times and to point out how to avoid the whirlwind of denunciation, accident, arrest and restriction which will ensue unless the evils are abated while they still are young.

It cannot be truthfully maintained that the fault rests wholly or largely with the nameless "irresponsible youth" who so generally is made the scapegoat for all evils of the sort; for it is notorious that instead of serving as good examples, clubs and men in the trade are among the most flagrant offenders. The average club run nowadays is not short of an impromptu but disgraceful road race with the club officials setting the pace, when they are able to do so, and with one or more dealers or their representatives fighting them for the lead. For it is an unfortunate fact that not a few dealers seem possessed of the idea that demonstrations of terrific speed on such occasions are necessary to the success of their business. It is fair to add also that there are factory men who are quite as guilty as these dealers.

Perhaps the mania will have to run its course, but if half of the clubs and the men of local prominence and more than local repute will but practice what they profess to preach and have even half-decent regard for the public and the law, the extent and violence of the epidemic will be very considerably reduced.

The discovery that there is no legal limit of speed for motorcycles in the open country of New York State is unfortunate. It will serve to make bolder those speed crazed riders who already are given to defying the unwritten law of common decency. It is as certain also that their antics soon will bring the law that is lacking and with it will come more restrictions and more penalties than now are dreamed of and which will fall alike on the decent and the indecent. If the New York Motorcycle Club, which made the "discovery," will but expel a few of the notorious scorchers in its ranks it will serve more purposes than the passing of perfunctory resolutions.

PENNSYLVANIA BILL IS SIGNED

But Law Will not Become Effective Until January 1st—Iron Tags Removed and Non-Residents Exempted.

Although Governor Stuart, of Pennsylvania, has signed the new automobile bill, which, among other things, will relieve motorcyclists of the two big iron number plates which the present law requires them to carry, it will not be legal for them to cast the hated pieces of metal into the junk pile until January 1st next, as the new law will not become effective until that date.

So far as concerns motorcyclists the law, which also reduces the motorcyclists' registration fee from \$3 to \$2, and permits non-residents of such States as similarly exempt Pennsylvanians—New Jersey is not one of them—to enter the State and remain for 10 days without payment of fees represents almost wholly the result of the work of one man, Dr. S. D. Bashore, of Palmyra, who led the long and expensive but unsuccessful fight which the F. A. M. made two years ago and who in his private capacity renewed the effort this year. In turn, Dr. Bashore gives full credit to the Hon G. H. Moyer, who represents his district in the legislature, without whose faithful and unselfish assistance nothing could have been accomplished. Dr. Bashore states that Moyer has richly earned the gratitude of all motorcyclists.

The exact phraseology of the provision applying to the numbering of motorcycles is as follows:

Motorcycles under this act, in lieu of the specific form of tag or tags as required herein, shall be required to have painted or attached on the rear mudguard of such motorcycles the registration number, in letters and figures of not less than three inches in height and not less than three-eighths of an inch in width, which shall be displayed in some conspicuous color or design other than that of which the said motorcycle is painted; but no metal sign shall be required in order that the said letters and figures can be plainly readable. The manner of numbering said motorcycles shall be regarded as a compliance with the terms of this act, as though a tag or tags had actually been furnished and supplied by the said Highway Department. Any neglect or failure to carry out the terms or provisions of this section as to numbers shall be construed and regarded as a violation of this act, with the same force and effect as though the provisions herein mentioned in regard to tag or tags had been violated.

Applicants for registration or license who reside outside of this State shall, in addition to the above requirements, designate in their application a resident of this State as their authorized agent upon whom process may be served.

Under the existing law, motorcycles are treated exactly as are automobiles and are taxed \$3 per year for registration. When the new measure becomes effective they will be assessed but \$2, as stated, while automo-

bilists must pay from \$5 to \$15 per year on a horsepower basis. The Highway Commissioner is authorized to appoint agents throughout the State to issue certificates.

Good and sufficient brakes, a horn or bell and a "one white light displayed in the direction in which they are proceeding" are required on motorcycles and the horn must be sounded when overtaking a person, animal or vehicle and wherever signs reading "Danger: blow your horns." may be erected, but unnecessary sounding of bells or horns and the use of muffler cut-outs are prohibited. In case of accident, the rider must stop and give his full name and address.

The speed limits are thus defined:

No person shall operate a motor vehicle on the public highways of this State recklessly, or at a rate of speed greater than is reasonable and proper, having regard to the width, traffic, and use of the highway, or so as to endanger property or the life or limb of any person; but no person shall drive a motor vehicle at a rate of speed exceeding one mile in two and one half minutes; Provided, That the local authorities having charge of any of the highways may, in dangerous, congested, or built up portions, place signs marked "Danger: run slow," and at these places the speed limit shall not exceed the rate of a mile in five minutes; the said signs to be plainly legible, and the letters to be not less than five inches in height. When a motor vehicle meets or overtakes a street passenger car which has stopped for the purpose of taking on or discharging passengers, the motor vehicle shall not pass said car, on the side on which passengers get on or off, until the car has started and any passengers who have alighted shall have gotten safely to the side of the road.

No county or local authority can exact any other fees or restrictions or impose any other speed limits save in parks and then the speed must be the same as is provided for other vehicles. No public road open to horse-drawn vehicles shall be closed to motorcyclists. Riders must stop on the signal of any constable or policeman in uniform or who shows his badge and must produce their certificates and answer any questions regarding their identity or the ownership of their vehicle. In the event of arrest the vehicle or any article of sufficient value may be deposited as bail. Arrests may be made without warrants.

Violations of the act are punishable by fines of from \$10 to \$25, or 10 days imprisonment for a first offense; \$25 to \$50 or 20 days for a second offense, or for a third offense within one year, \$50 to \$200 or 30 days. But for a second or subsequent offense the right to trial by jury is provided for. Special penalties are provided for operating a vehicle while intoxicated and for displaying a false number or operating a vehicle without the owner's consent. For the first named offense the penalty is a fine of from \$100 to \$300 or one year's imprisonment or both, and for the other not more than \$100 and one year, or both.

The act defines motorcycles as "two or three wheeled vehicles operated by an engine, motor or other mechanical device."

COMING EVENTS

May 16, Brooklyn, N. Y.—Century Road Club of America's spring century run; open.

May 22, Philadelphia—Philadelphia Motorcycle Trade Association's race meet at Point Breeze track; open.

May 22, Atlanta, Ga.—Alexander-Seewald 10 miles handicap bicycle and 10 miles motorcycle road race; open.

May 23, Springfield, Ill.—Illinois Wheelmen's 12 miles handicap road race; open.

May 26, New Haven, Conn.—Motorcycle events at Shingle hill climb; open.

May 29, Minneapolis, Minn.—Minneapolis Motorcycle Club's hill climbing contest; open.

May 29, 30, and 31, New York City—Harlem Motorcycle Club's annual spring run to Atlantic City and return; open.

May 30, Los Angeles, Cal.—Appeal 25 miles handicap road race; open.

May 30, Valley Stream, N. Y.—Long Island Division, Century Road Club Association's 10 miles handicap road race; open.

May 30-31, San Francisco, Cal.—San Francisco Motorcycle Club's 400 miles endurance run to Holon and return; open.

May 30-31, Los Angeles, Cal.—Los Angeles Motorcycle Club's annual endurance contest.

May 30-31, Denver, Col.—Motorcycle races at Overland Park; open.

May 31, Grand Rapids, Mich.—Western Michigan Cycle Club's 15 miles handicap road race; open.

May 31, Wilkes-Barre, Pa.—Motorcycle hill climb up Giant's Despair; open.

May 31, Salt Lake City, Utah—Opening meet Salt Palace saucer track.

May 31, Plainfield, N. J.—Plainfield Cycling Club's 25 miles handicap road race; open.

May 31, Buffalo, N. Y.—South Buffalo Road Drivers Association's bicycle races at Columbia Park; open.

May 30, Atlantic City, N. J.—Atlantic City Cycling Club's 25 miles handicap road race; open.

June 6, Jersey City, N. J.—Columbia Road Club's half century run; open.

June 9, Newport, Ind.—Danville (Ill.) Motorcycle Club's hill climbing contest; open.

June 13, Valley Stream, N. Y.—Roy Wheelmen's First Bicycle Marathon handicap road race (26 miles 385 yards); open.

June 27th, New York City—Amsterdam Wheelmen's Queensboro century run; open.

July 5, Atlanta, Ga.—Handicap road race for colored riders.

July 18, Brooklyn, N. Y.—Eastern Division, Century Road Club Association's annual mid-summer century run to Patchogue and return; open.

EVERY RACE A REAL FEATURE

Kramer Wins Twice at Newark—Fenn Defeats Hill—"Blackbirds" Race for Prize of Ten Chickens.

For a while at least the Kramer versus Fogler dispute may be laid away in the cold storage warehouse of punctured reputations, for the reason that on Sunday last, 9th inst., at the Newark (N. J.) Velodrome, the ten-times American champion shot large holes through Fogler's balloon. Kramer defeated Fogler, despite Root's apparent endeavor to assist the latter, with such ease that it was a shame to take the money. Fogler may come back and hand Kramer a wallop, and the chances are that he will do so, but for the present the dispute is at an end. Kramer is the kingpin of American bicycle riders. Vive Kramer! as the French say.

And not only that, but W. E. Fenn, the Bristol (Conn.) rider who once was lovingly known as the "Boy Wonder," showed in unmistakable manner that he still possesses a great deal of the same speed that years ago won for him many notable races and played havoc with the record sheets. The former "Boy Wonder" met the present "Boy Wonder," as some of his friends persist in calling Fred Hill, though just why the appellation is deserved is not apparent, and the latter was defeated in two heats of their match race. Fenn's superior headwork in match riding netted him a good victory.

They were all feature races at the Velodrome on Sunday, for not only did Kramer win both professional open races and Fenn the match race, but Percy L. Lawrence won one of the amateur events despite the efforts of those riders who have allied themselves with the National Turnverein of Newark. Another feature which made an instantaneous hit was the "blackbird handicap," restricted to colored riders, which had ten real chickens for the first prize. It might casually be mentioned that one Edward Bailey later in the week gave a chicken dinner party that for real delight and enthusiasm outranked the famous 'possum dinner that some time ago was tendered President William Howard Taft, the heavyweight White House champion.

That Manager Chapman's views are subject to startling change without notice was demonstrated in the half mile handicap. For leading an insurrection several weeks ago for which Krebs and some other riders were fined \$25, Chapman wanted them suspended for life and told a Bicycling World man that hereafter he would refuse Krebs's entry. He did not do it, however, as Krebs competed in both events and won considerably more than enough to pay the small fine imposed upon him.

Fogler did not qualify in his heat of the half mile handicap which made the final

heat rather easy for the East Orangeman. The long-markers made Kramer ride all the way, but he defeated Krebs easily in the last few yards. Charles Stein, last season's amateur champion, rode a good race and got third money. Smith was fourth.

It was in the five miles handicap, however, that Kramer turned the trick upon Root and Fogler, who apparently were teaming to defeat the champion. Root pulled Fogler in the last lap, but Kramer caught the latter napping and went past him like a flash. Kramer opened a lead of two lengths on the turn and added two more in the homestretch. Fogler finished second and Krebs got third, Hill fourth and John Bedell fifth.

It was like "old times" to see Fenn in a match race and in his contest against Hill the former crack rode the same as he always did. Whatever chance Fred Hill had against Fenn he wasted in allowing Fenn to make his own race. Fenn never did have a wonderful sprint like Kramer, Clarke or Taylor, but he can unwind remarkably fast. In the first heat Hill forced Fenn to take the lead and the latter rode slowly until the bell lap. Then he unwound rapidly and Hill, riding too close, rubbed against his rear wheel. This broke his sprint and Fenn won by a half length.

In the second heat Fenn employed much the same tactics. He began to unwind early and Hill, mindful of his first experience, rode wide, but by uncorking a jump in the home stretch he managed to beat the Bristol crack by about six inches.

When the third and final heat was called the spectators were keyed to an unusual pitch, for bicycle match racing is one of the prettiest sights in sport, for the reason that it not alone is a duel of speed, but of wits as well. The consensus of opinion seemed to be that Fenn would lose the final heat, but if Fenn felt qualmish he certainly did not show it for to all outward appearance he was as cool as a day in December. Fenn's craftiness was displayed well in the final heat when he changed his tactics. He kept low on the track until the unwinding process began and then gradually worked up on the banking until he had little Hill wondering how he could get by. Riding high twice saved the day for Fenn, for Hill seemed to have the sprint taken out of him, and Fenn won the decisive heat by a half wheel. With more experience Hill probably will make a good match race rider, as he possesses a good sprint, but lacks the necessary headwork.

The exceedingly unfair tactics of that bunch of would-be champions who ride under the colors of the National Turnverein Wheelmen, have become monotonous and unless some of them are laid upon the suspension shelf for a few months amateur racing at the Newark Velodrome will become dull and uninteresting. In the mile scratch the Turners let Ernest Jokis jump and then would make no effort to go after him. Lawrence was compelled to sprint for three laps with Magin hanging on, although

the rules provide that the riders behind shall set an equal amount of pace. There are many who think that Magin isn't even worth considering in the class of aspirants for the amateur championship, if his showing Sunday is to be taken as a criterion. After Lawrence's wonderful ride to overhaul Jokis, with Magin hanging on his rear wheel, it should have been an easy matter for the Newarker to defeat Lawrence. He did not have the speed, however, and the San Franciscan won by a half length, with Steinert close up for third.

Lawrence made no showing in the two miles handicap. Magin did not qualify in his heat and in the final William Vanden Dries would not exchange pace with Lawrence, possibly because he had a brother in front. Courtney Peer won the event with limit markers taking the other three places.

Eleven colored riders started in the "Blackbird handicap," and they seemed to enjoy the novelty as much as the spectators. Edward Bailey, of New York, with 140 yards, won the event, with Hardy A. Jackson, 40 yards, second. W. A. Penn, from 60 yards, finished a good third. The summaries:

One mile match between W. S. Fenn, Bristol, Conn., and Fred Hill, Boston—First heat won by Fenn. Time, 3:29 $\frac{3}{4}$. Second heat won by Hill. Time, 3:45 $\frac{3}{4}$. Third heat and race won by Fenn. Time, 5:06 $\frac{3}{4}$.

One-half mile handicap, professional—Won by Frank L. Kramer (scratch); second, Floyd Krebs (15); third, Charles Stein (50); fourth, Thomas Smith (50); fifth, W. L. Mitten (55). Time, 0:54 $\frac{3}{4}$.

One mile scratch, amateur—Won by Percy L. Lawrence, San Francisco; second Jacob Magin, National T. V. W.; third, Jerome Steinert, Roy W.; fourth, William Vanden Dries, N. Y. A. C. Time, 2:54 $\frac{1}{2}$.

One mile handicap, amateur, for colored riders—Won by Edward Bailey, New York (140); second, Hardy A. Jackson, I. C. A. (40); third, W. A. Penn, I. C. A. (60). Time, 2:10.

Two miles handicap, amateur—Won by Courtney Peer, N. T. V. W. (100); second, William Wehner, Newark (220); third, Harry Simpson, Newark (220); fourth, Henry Girom, Bay View W. (220). Time, 4:14 $\frac{3}{4}$.

Five miles handicap, professional—Won by Frank L. Kramer (scratch); second, Joe Fogler (scratch); third, Floyd Krebs (50); fourth, Fred Hill (100); fifth, John Bedell (75). Time, 10:49 $\frac{3}{4}$.

Butler Gives Stellbrink a Battle.

Nat Butler, Bruni, Stellbrink and Guenther contested the Grand Prix of Spring at Cologne, May 2d, 5,000 persons being present. Stellbrink won the first heat of 20 kilometers, defeating Bruni by 350 yards and Butler by 900 yards. The hour race developed into a remarkable battle between Stellbrink and Butler, the American losing by exactly one kilometer, Stellbrink covering in the hour 81 kilometers 950 meters.

AMATEURS FURNISH EXCITEMENT

Fisticuffs Follow a Fall at Clifton—Vanoni Runs Away from Galvin and Wiley in Motor Paced Race.

In spite of the fact that he was compelled to ride a converted sprint bicycle because he had no regular pace follower, J. Frank Galvin, of the Roy Wheelmen, made a good showing in his 20 miles motor paced match race against Charles Vanoni, the Italian crack, and George Wiley, of Syracuse, at the Clifton (N. J.) Stadium on Sunday last, 9th inst. Vanoni won by four laps from Galvin, with Wiley a mile and a half in the rear. Vanoni is flying at the present time and his victory was a popular one.

Ruden, pacing Galvin, got off in the lead, with Vanoni, paced by Turville, second. Schultz had Wiley in tow. Galvin nosed out a lead and held it for five miles, but in a hard sprint in the sixth mile Vanoni succeeded in passing. From the sixth to the 15th mile a duel between Galvin and Wiley resulted, in which the little Syracusan was ridden off his feet. Wiley complained that he was sick before starting in the race. He probably has been doing too much indoor riding in the last six months.

The most exciting feature of the afternoon was a set-to between two amateur riders. There were more than 30 entries in the three miles handicap, and the heats were made at one mile each. In the first heat Becht, of the Bay View Wheelmen, unavoidably rode into R. Nernan, of Passaic, causing both to fall to the bottom of the incline. Becht was half stunned by the fall, but Nernan attacked him and struck the fallen rider several times, before he was restrained. The large crowd hissed and hooted Nernan off the track and the chances are that he will be suspended for some time. After dressing both riders adjourned to a quiet spot outside the arena and prepared to fight it out, but the constables interfered. The event was won by Samuel Rein, of the Roy Wheelmen, with J. P. Berlenbach, New York, second. John Eubank, Empire City W., was third.

Clarence Carmen, of the National A. C., and Adam Beyerman, of the Mohawk A. C., divided honors in the open events for the more or less "simon pures." Carmen defeated Beyerman by a narrow margin in the half mile open and the opposite prevailed in the unlimited pursuit.

The three miles motorcycle race for professionals went to Charles Turville, Schultz getting second and Ruden third. Time, 3:29½. The summaries:

Twenty miles motor paced, professional—Won by Charles Vanoni, Italy; second, J. Frank Galvin, Roy Wheelmen; third, George Wiley, Syracuse. Time, 30:08½.

One-half mile scratch, amateur—Won by Clarence Carmen, National A. C.; second,

Adam Beyerman, Mohawk A. C.; third, J. P. Berlenbach, New York; fourth, Michael Journay, Nutley. Time, 1:05½.

Three miles pursuit, amateur—Won by Adam Beyerman, Mohawk A. C.; second, Clarence Carmen, National A. C.; third, Michael Journay, Nutley; fourth, Charles Jacobs, Irish-American A. C. Time, 6:12½.

Three miles motorcycle, professional—Won by Charles Turville, Philadelphia; second, Bob Schultz, Newark; third, Carl Ruden, Manchester. Time, 3:29½.

Three miles handicap, amateur—Won by Samuel Rein, Roy Wheelmen; second, J. P. Berlenbach, New York; third, John Eubank, Empire City W., fourth, William Kafus, New York.

Century Riders Defy a Stiff Gale.

Despite the gale which blew across Long Island on Sunday, 25th ult., both the centuries of the Eastern Division, Century Road Club Association and the Linden Motorcycle Club were very successful. The bicycle century which, by the way included a motorcycle section of sixteen riders, started from Bedford Rest, Brooklyn, and went as far as Amityville, returning to Valley Stream for dinner. D. M. Adece paced the regular division, which had 75 starters, and Sylvain Segal led the fast division, numbering 35 riders. Fred Larsen nosed the way for the motorcycle section.

The Linden Motorcycle Club's spring century, which started from Bushwick avenue and Eastern Parkway, brought out 63 starters. The route was to Oyster Bay, Coldspring and Hicksville, the dinner stop. From Hicksville the riders went to Babylon and Bay Shore, turning at the latter town and returning over the Merrick road to Brooklyn. The puncture fiend was unusually active, but despite numerous delays a majority of the riders qualified for the silver medals. One of the amusing incidents was the placing of a large sign, "Cheer up, the walking is fine," at the top of the hill between Oyster Bay and Cold Spring.

Program for Invitation Century Run.

The invitation century run from Columbus Circle, New York to Scarsdale, and outing at the latter place, on Sunday, 23d inst., promises to be a big affair, as the Century Road Club of America and the Roy Wheelmen of New York have called official club runs to take part in the affair. Four events will comprise the sports program at Scarsdale, three of which are open to women riders who make the run. The events are a five miles race, one-quarter mile egg and spoon race; one-eighth mile slow race, and one-half mile obstacle race.

Dupre and Rutt Grand Prix Winners.

Victor Dupre won the annual Grand Prix du Conseil Municipal at Nantes on May 2, 10,000 persons watching him defeat Delage, Mayer and Schilling after a series of trial and semi-final heats. At Tours, on the same day, Walter Rutt defeated Pouchois and Friol in the Grand Prix of Tours.

DEMARA WINS HIS FOREIGN SPURS

Capture of the Prix Zimmerman a Triple Triumph—Successively Defeats Seres, Jacquelin and Berthet.

Walter De Mara won his first, and a victory worth while, in Paris, Sunday, 2d inst., when he captured the annual Prix Zimmerman, defeating in three heats Seres, Jacquelin and Berthet. Since going to Europe in March De Mara had suffered by the change in climate and previous to last Sunday had not made a good showing. His victory in the Prix Zimmerman was a notable accomplishment, as well as a surprise, and the winning of it has resulted in the young American being deluged with offers from promoters in France and Italy.

The Prix Zimmerman, which has been named in honor of the greatest sprinter that ever rode a bicycle, is an annual feature of the Parc des Princes track in Paris. The distance is 1,200 meters, and the riders are paced by motorcycles from a standing start. It is an unusual race in that a pace follower is pitted against a sprinter in each heat.

In the first heat Berthet was put against Parent, and the motorpaced champion of France met defeat by the large margin of 40 yards. In the second heat Jacquelin defeated Wills, the world's hour record holder, by five lengths, and in the third heat Vanden Born rode Gombault off his feet. De Mara met Seres in the last heat and defeated him easily, the Frenchman quitting before the finish.

The winners of the trial heats competed in two semi-finals, the first being contested between Berthet and Vanden Born; the Belgian sat up before the finish. Jacquelin tried hard to defeat De Mara in the second final, but the young American assumed the lead at the start and held it to the end, winning by 10 lengths.

This brought De Mara and Berthet together for the final heat De Mara obtained a lead at the start and despite the plucky fight of Berthet could not be rooted from that position. De Mara won by five lengths, and was enthusiastically applauded for his splendid ride.

One of the important races at the same meet was the three-cornered match between Rettich, Ellegaard and Poulain. The German put up a surprising race, defeating Ellegaard by a half length in the first heat, Poulain being a length behind the world's champion. In the second heat Ellegaard nipped Rettich at the tape, with Poulain a bad third. Rettich led the greater part of the way in the final heat, until Ellegaard went to the front, riding high on the banking. Then the German suddenly jumped, went through on the pole and in a soul-stirring sprint to the tape defeated Ellegaard by one wheel. Poulain finished two lengths behind.

SCORCHING SPOILS CENTURY RUNS

Even the Captain of the Promoting Club is Disqualified—Accidents and Wrecks Mark the Course.

With a total number of 137 starters, 75 of which number competed in the double, the combination double and single century runs held by the New York Motorcycle Club on Sunday last, 9th inst., brought out

200 miles was 12 hours, but both Chapple and Goerke finished far ahead of this time and in consequence were disqualified.

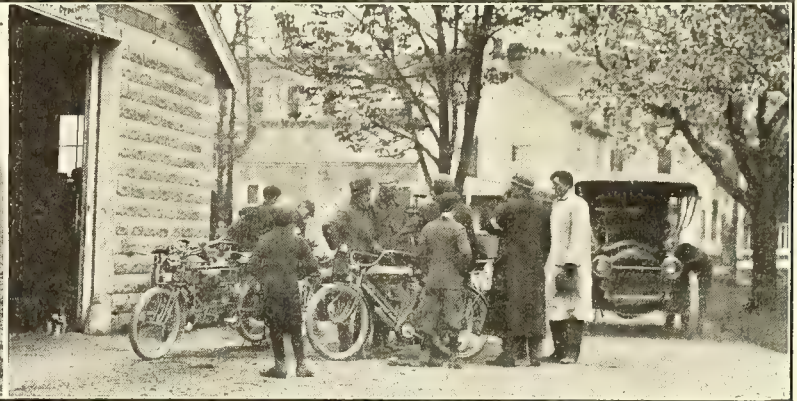
The excessive speed resulted in a big smash-up at the "hairpin" turn near Southampton and as a result six riders went down at this point. Fred Littlefield, on a 5 horsepower Dot mashed his nose and was badly bruised and lacerated; Evers, 4 horsepower N. S. U., had one finger practically torn from his hand; John Constant, 6 horsepower Curtiss, was scraped and bruised,

to all good accounts the first bunch of riders that went through Freeport traveled so fast that they could have beaten a 60 miles wind in the same direction. When the police asked them to slow down it is reported that one of the officials of the run requested them to go to that place which all Sunday-school children are trained to avoid. For fear that there would be an accident one Freeport officer held up the trolley cars until the scorches passed.

What was true at Freeport was true



ONE OF THE FREQUENT HAPPENINGS



THE STOP AT A CHECKING STATION

probably the greatest number of motorcyclists that ever participated in a run of the length. The sense of the occasion was completely lost, however, by the general scorching that ensued, in which there were a few casualties and plenty of dust. Both the single and double centuries started from Bedford Rest, Brooklyn, the former division turning at Patchogue and the latter at Southampton.

The double century run started as a free-

and G. V. Lyon, 8 horsepower Minerva, and Robert Stubner, 6 horsepower R-S, also hit the ground, but without serious injury. Gilmore Johnson, 5 horsepower Indian, and a big touring car came together on a turn, and naturally the motorcyclist received somewhat the worst of the encounter. His handle bars were broken, the forks bent and the front wheel smashed, while the rider himself was badly cut and bruised. This accident happened near Free-

through all the towns which the riders passed. Practically everyone rode with mufflers wide open, or minus mufflers, and hair breadth escapes from collisions were numerous. That the natives of a majority of the towns along the Merrick road thought a motorcycle race was in progress cannot be denied. Many bicycle century runs are held along the Merrick road every year, but as the riders all keep together as they should do, they attract little or no



WHERE THE GOING WAS GOOD AND THE CROWD STRUNG OUT

for-all road race and ended as such, due to the ambition of A. G. Chapple, captain of the club, and Walter Goerke, to outdistance all other participants, for which purpose they had big racing machines minus mufflers, and also to the rivalry or desire of several tradesmen to demonstrate the speed of their machines, at least two of whom had been threatening to put up real money to back their boasts; neither of them survived. The scheduled time for the

port and Johnson left his machine in an Italian saloon. When he went for it on Wednesday there was no trace of it, and as no satisfaction could be obtained the police were notified.

So far this season the police in Freeport have been inactive but the run, or rather, scorch last Sunday doubtless will wake them up and make traveling through that peaceful church-going burg dangerous for all users of the Merrick road. According

attention. At most of the towns that marked Sunday's scorch groups of people gathered on the street corners and watched the machines going through. That these people imagined a race was in progress is proved by the statement of three riders who went over the course as far as Patchogue, but at a respectable speed. Every time these three riders stopped to view the scenery or to replenish gasoline or oil tanks a crowd would surround them and inquire what was

the matter, who was leading, the length of the race, and like questions. It was a hard matter to convince them that it was a century run and not a race.

The "run" certainly repaid a number of entrants, some of whom did not even survive, as they got new tires or tubes free of charge. Representatives of the G & J and Morgan & Wright companies followed the run each with an automobile loaded with "spares" and apparently several riders took the precaution to fit their machines before starting with decrepit tires. When they ultimately gave way the tire people furnished new tires gratis, exactly as if the event was an endurance contest of real importance.

Between Brooklyn and Patchogue, the turning point for the single century, the roads were in good condition, with the exception of a few sandy spots near Freeport and Massapequa and several places between Bay Shore and Patchogue, where patches of oyster shells had been dumped in the road and allowed to remain there without being rolled. Several cut tires resulted.

The worst accident of the day occurred in the single century, when a rider named Fish, on a Brennabor, and Madison G. Finley, collided near Ozone Park. Finley was mounting his machine when Fish came along at a fast clip and crashed into him. Fish got off lightly with a scalp wound and continued, but Finley was taken to the Bushwick Hospital, Brooklyn, it being reported that his skull was fractured.

Of the 75 starters in the double 48 finished.

In the single century 62 riders started, 48 of whom finished. The official list of survivors is said to be reposing somewhere in Brooklyn.

To Again Climb Giant's Despair.

Two motorcycle events—for machines of 30½ and 61 cubic inches, respectively—have been included in the program for the annual climb up Giant's Despair at Wilkes-Barre, Pa., on May 31st. The Giant's Despair course is one of the most tortuous for hill climbing in this part of the country. The mountain road, which abounds in twists and turns, is exactly 6,000 feet in length, the gradient in one place being nearly 30 per cent. Entries close with George F. Lee, chairman contest committee, 902 Coal Exchange, Wilkes-Barre, Wednesday, May 26th, the fee for each event being \$2.

Big Bunch of Foreign Riders Fined.

For not paying a fine that had been imposed upon him, Arthur Vanderstuyft has been assessed \$100 by the Ligue Velocipedique Belge. The Belgian pace follower has been given one week to pay up, or the fine will be doubled and he will be suspended. He has been given one week to pay up. The Belgian organization also has fined 23 riders 25 francs each for failing to show their registration cars to the secretary. Among them are Nat Butler and Spain.

VETERAN "KIDS" AT POINT BREEZE

Stroud and Trotter Help Capture 10 Miles Team Pursuit—McCarthy the Victor in Contest of Real "Kids."

Although misnamed, the "Kid" team won the ten miles pursuit race that constituted the feature event of the postponed Point Breeze track race meet at Philadelphia, on Saturday last, 8th inst. The "Kid" team was composed of W. Richard Stroud, only 35 years of age; Dan Trotter, another veteran; Jimmy Phillips and Dan Cullin. The "International" team, the losers, was composed of George H. Harris, Frank W. Harris, Jr., Henry F. Behrens and J. Leon Grogan.

With free admission prevailing more than 1,000 spectators journeyed out to the old Point Breeze track to witness the sport and were rewarded by plenty of excitement.

The so-called "International" team was unfortunate in the 10 miles team pursuit. In the toss for positions this team won and selected the tape, while the "Kids" got away from the half mile pole on the backstretch, gaining 100 yards in the first lap. Stroud, Trotter, Cullen and Phillips worked with clocklike regularity and they made the pace so fast that Grogan beat a hasty retreat in the third mile. Behrens, of the same team, quit in the seventh mile, leaving the two young colored Harrises to fight it out alone. Despite the great odds against them the two black boys continued to plug along and at the finish were only a quarter of a lap behind the other full team. The distance was covered in 29:17½.

One of the interesting events was a two miles race restricted to special delivery boys and four of Uncle Sam's speed merchants started. F. H. McCarthy, of the Central office, finished first, with J. C. Davis second and T. V. Robbins third. Time, 5:32½.

Eleven riders lined up for the five miles open to those riders who have not won a prize in the last five years. At the very start Harry H. Hill jumped, and taking Joseph C. Davis and Robert Husted with him, soon opened a gap of a quarter mile on the field. The finish was close, in the order named, Harry Logan outsprinting the remainder of the field for fourth place. The summaries:

Fives miles, open to those who have not won a prize in five years—Won by Harry V. Hill; second, J. C. Davis; third, Robert C. Husted; fourth, Harry V. J. Logan. Time, 14:41.

Two miles for special delivery boys—Won by F. H. McCarthy; second Joseph C. Davis; third, Thomas V. Robbins. Time, 5:32½.

Ten miles team pursuit—Won by "Kid" team (W. R. Stroud, Jimmy Phillips, Dan Trotter and Dan Cullin); second, "International" team (George H. Harris, Frank

W. Harris, Jr., Henry F. Behrens and J. L. Grogan). Time, 29:17½.

For a Six Days Amateur Race.

Charles A. Van Doren, the Atlantic City dealer and promoter, is looking for several New York and Brooklyn amateur riders who are not under the painful necessity of being compelled to work for a living. The reason Van Doren wants them is that he, together with Albert Deardon and George A. Clark, have announced an amateur six days race to take place in Atlantic City May 31 to June 5, inclusive. As there are a number of these kind of amateur in the East, Van Doren should not have any difficulty in securing sufficient teams.

The race will be held on Young's Ocean Pier, and will last eight hours each day, the enthusiasm manifested at a recent race meet convincing Van Doren and his conferees that a long distance amateur race will prove a profitable undertaking.

The rules governing the race are the same that apply to any six days team race, and the riders will be provided hotel accommodations without cost to themselves, so long as they continue in the race.

The riders will be compelled to ride for a percentage of the gross receipts, but if the proposed six days race draws as many people as the last meet the riders should receive some of the most valuable prizes ever offered, according to Van Doren. The riders' share of the gross receipts will be 40 per cent., to be divided as follows: Four parts for the first team, three parts for the second team, two parts for the third team, one and one-half parts for the fourth team, one part for the fifth team, and one-half part for the sixth team.

The entry fee per team is \$5, which will be refunded if the team continues longer than the first day. Van Doren is receiving entries at 1735 Atlantic avenue, Atlantic City, N. J.

Unsanctioned Meets Bring Penalties.

The Verband Deutscher Radrennbahnen has suspended indefinitely the Velodrome Plauen, according to an official communication from the Union Cycliste Internationale. The Velodrome Sportplatz Nuremburg has been fined 250 francs, the Velodrome Sportsplatzverein de Munich is fined 375 francs, these fines being for promoting unsanctioned race meets. For participation in them Otto Meyer has been fined 250 francs, Fritz Ryser has been suspended until June 1st, John Stol has been fined 375 francs and Tommy Hall and Louis Darragon have been fined 250 francs each.

Rhode Island to Increase Motorcycle Fee.

In amending the state automobile law, the Rhode Island Senate has, among other things, increased the registration fee for motorcycles from 50 cents to \$1 and reduced the period of non-residents' exemption from 20 to 10 days. The amendments, however, have not yet been enacted, although there is small doubt of their passage.

INAUGURAL MEET AT LOS ANGELES

Opening of New Track Revives the Racing Spirit—Big Crowd Enthusiastic Over Series of Snappy Contests.

Los Angeles, Cal., May 10.—After a lapse of about eleven years, with a few spasmodic exceptions, professional and amateur saucer racing was resumed here yesterday afternoon under most auspicious circumstances at the new five laps Fiesta Park Stadium, under the management of E. W. Pickering. The weather was perfect, the races snappy, and run off in two hours, and a large and enthusiastic crowd numbering fully 5,000 persons attested to the popularity of bicycle sprint racing and its soul-stirring finishes.

The day's honors were taken by W. G. Furman, a local favorite, who defeated Bardgett, Palmer and Lawson in the half mile scratch; Gordon Walker, of Australia, who scored a big defeat over Iver Lawson in the two miles scratch with lap prizes, and W. E. Samuelson, of Salt Lake City, who later in the afternoon defeated Walker in a motorpaced race.

The ball was started rolling with a mile novice and the antics of the youngsters, unacquainted with the track, furnished considerable amusement for the spectators. S. A. Gerber outdistanced the field and won handily with Charles R. Mitchell second and James Dewar third.

In the two amateur events—a half mile scratch and a two miles scratch for lap prizes—visiting riders carried off the big prizes. J. McNeil, who says he comes from Ontario; John Berryessa of San Jose, and Richard Williamson, of Oakland, showing particularly well.

McNeil won the first heat of the half mile from Berryessa, with Carroll, of Oakland, a close third and in the second heat Smith of Los Angeles took the honors, Williamson and Anthony having a close race for second place. In the final heat the local "fans" gave Smith a rousing ovation and he responded so well that he blew up before the finish. Williamson, McNeil and Berryessa fought it out in the last stretch, a blanket finish in the order named resulting.

With extra prizes every half lap the two miles scratch for "simon pures" provided good sport as the fighting for the lap money was particularly keen. McNeil uncorked a wonderful sprint in the last half lap, and managed to get home in front of Berryessa. Carroll was a close third.

The best professional event on the afternoon's program was the two miles scratch with prizes every half lap, as this inducement to the riders to sprint all the way worked well. Parley Giles and Albert Crebs, the two Salt Lake speed merchants who were turned professional at the beginning of the year, rode their first races with the "pros" and Giles managed to get

two half lap prizes, while Crebs took five. Achorn took the lead at the start and Giles grabbed two half lap prizes and then retired. "Father" Thompson, the Santa Monica "champion," also found the pace too fast for his liking and cashed in. Crebs then went out in a sprint but blew up, as did Barnett, supposed to be a Boston rider. At the beginning of the last lap Bardgett began his sprinting, but lack of training was apparent and when Walker suddenly jumped he could not hold him. Lawson challenged Walker and the race resolved into a duel between these two, while the spectators rose in their seats and cheered the two sprinters. Lawson tired just before the finish, however, and Walker won the best race he ever rode. Samuelson got third, Bardgett fourth and Palmer fifth.

The half mile scratch was contested in heats and Williams took the first from Palmer, Bardgett contenting himself with qualifying. Iver Lawson won the second heat, with Hoffman second and Furman third. In the final heat "Big Bill" Furman jumped at a lap to go and Bardgett closed with him, but was defeated by a half wheel, "Pedaler" Palmer finishing third by an eye lash, so close that many thought it a tie for second money. Lawson, once world's champion, was fourth. Furman's victory was immensely popular, naturally, as an Angelican had defeated some of the best professional cracks in America.

The ten miles motor paced match between W. E. Samuelson of Salt Lake City and Gordon Walker of Australia, was about the only fizzle event on the card. It was Walker's debut at following pace and his riding showed it, as he was shaken from Mitchell's roller three times. Samuelson spoiled the race through his desire to win by a mile if possible. He knew he had Walker beat from the start, but he tried to "make a monkey" of the Australian, and accordingly lapped him four and one-half times. With more experience, however, Walker may turn the tables upon the "Mormon Spendthrift."

The summaries:

One mile novice—Won by S. A. Gerber; second, Charles R. Mitchell; third, James Dewar. Time, 2:26 $\frac{3}{4}$.

One-half mile scratch, amateur—First heat won by J. McNeil, Ontario; second, John Berryessa, San Jose; third, E. J. Carroll, Oakland. Time, 1:10 $\frac{3}{4}$. Second heat, won by A. Smith, Los Angeles; second, Richard Williamson, Oakland; third, C. Anthony. Time, 1:13 $\frac{3}{4}$. Final heat won by Williamson; second, Berryessa; third, McNeil; fourth, Anthony. Time, 1:10 $\frac{3}{4}$.

One-half mile scratch, professional—First heat won by Saxon Williams, Buffalo; second, W. Palmer, Australia; third, Walter Bardgett, Buffalo. Time, 1:04 $\frac{3}{4}$. Second heat won by Iver Lawson, Salt Lake City; second Frank Hoffman, Los Angeles; third, W. G. Furman, Los Angeles. Time, 1:07. Final heat won by Furman; second, Bardgett; third, Palmer; fourth, Lawson. Time, 1:08 $\frac{3}{4}$.

Two miles scratch, amateur—Won by Joseph McNeil, Ontario; second, John Berryessa, San Jose; third, E. J. Carroll, Oakland; fourth, F. Y. Jearne. Time, 4:29 $\frac{3}{4}$. Half lap prizes—Long 5, Carroll, Pearne and Smith 3 each; McNeil and Berryessa 2 each, Gerber 1.

Two miles scratch, professional—Won by Gordon Walker, Australia; second, Iver Lawson, Salt Lake City; third, W. E. Samuelson, Salt Lake City; fourth, Walter Bardgett, Buffalo; fifth, W. Palmer, Australia. Time, 4:11 $\frac{3}{4}$. Half lap prizes—Achorn 6, Crebs 5, Agraz 3, Bardgett and Giles 2 each, Williams 1.

Ten miles motor paced match, professional—Won by W. E. Samuelson, Salt Lake City; second, Gordon Walker, Australia. Time, 14:17 $\frac{3}{4}$.

Track Substitute for Cycling Derby.

Despite the fact that the Irvington-Millburn road race has passed out of existence by the decision some time ago of the Bay View Wheelmen of Newark, N. J., to abandon it, and the substitution of another road race by other promoters that is designed to be the successor of the time-honored New Jersey event, several Newark promoters are planning to make a little money for themselves by trading upon the name of the historic bicycle derby.

In short, the recently organized Olympic A. C., which mainly consists of men identified with the Olympic Park in Newark, and Claude E. Holgate, who last year played the role of press agent for the Newark Velodrome, is planning to hold what is styled "the Irvington-Millburn race." It will be run upon the half-mile dirt track at Olympic Park, Newark, upon the morning of Decoration Day, the distance being 25 miles.

As it costs money to gain admittance at Olympic Park the inference is obvious. It will be in no sense of the word the Irvington-Millburn race, for the reason that it is to be held upon the track instead of on the road over the hills between Irvington and Millburn.

Just what prizes are to be offered is not known at the present time as no blanks have made their appearance. From Newark it is stated that Percy Lawrence and other crack riders competing at the Newark Velodrome, have signified their intention of riding.

Belgian Wins Bordeaux-Paris Race.

Cyril Vanhouwaert, the Belgian road crack who created a sensation two years ago when he won the Bordeaux-Paris professional road race, duplicated his victory by scoring another triumph in the 19th annual event on May 1 and 2, defeating Louis Trousselier, Emil Georget and Francois Faber in the order named. Vanhouwaert covered the distance of 592 kilometers (367 $\frac{1}{2}$ miles) in 18 hours 54 minutes. Trousselier finished in 19:12, Georget in 19:38 and Faber in 20:16. Denizot was fifth and Lafourcade fifth.

NEW CENTURY WINS PIERCE TROPHY

San Francisco Club's Team Scores Notable
Triumph in Long Relay Race—Six
Clubs Represented.

In one of the hardest fought contests ever held on the Pacific coast the New Century Wheelmen of San Francisco, won the annual 100 miles race for the Pierce Trophy over the San Leandro triangle Sunday last, 9th inst. The race was ridden in heats of 10 miles each, and ten riders were on each team, making a total of 100 miles. The times made in each heat were added and the New Century Wheelmen won by the margin of a trifle over two minutes from the Garden City Wheelmen of San Jose. The Golden City Wheelmen did not show up in time and therefore were put out of the running as their men competed in only a few of the heats.

G. McLaughlin, who rode for the Golden City Wheelmen in the sixth heat, had a bad fall and was seriously injured. He was taken to a hospital where it was found he sustained a broken collar bone, dislocated hip, besides numerous cuts and bruises.

The winning team was composed of G. Holmes, W. Petry, P. Taggart, A. Sangalli, H. Tillman, W. Bellezer, O. Schmidt, C. Laye, D. McWhirter and W. Brown, these men riding in the heats in the order named. The Garden City team consisted of Chaboya, Gillette, Bryant, Connors, Sword, Escobar, Burnett, Moon, Showalter and Waltz.

The added times for the 100 miles made by the contesting clubs follows: New Century, 3:58:08½; Garden City, 4:00:31½; Berkeley, 4:01:57½; Bay City, 4:05:34½; Oakland, 4:14:42½.

Following is the way the riders finished in each heat and the time made:

First heat—P. Quevillin, Bay City, 22:10½; C. Chaboya, Garden City, 22:10½; G. Holmes, New Century, 22:33; R. Hartin, Berkeley, 22:33½; B. Bruzzoni, Oakland, 23:54.

Second heat—W. Petry, New Century, 22:42; E. Gillette, Garden City, 22:52; W. McKenzie, Berkeley, 23:36; F. Black, Oakland, 23:53; G. Cruden, Bay City, 26:07.

Third heat—W. Bryant, Garden City, 22:23½; P. Taggart, New Century, 22:47½; P. Patton, Berkeley, 23:57; J. Curran, Bay City, 26:58; E. Hearther, 27:56.

Fourth heat—D. Cushman, Bay City 23:25½; A. Sangalli, New Century, 23:27; J. Martin, Golden City, 25:26½; F. Connors, Garden City, 25:28; B. Curtis, Berkeley, 27:29; W. Bailey, Oakland, 27:39½.

Fifth heat—F. Diver, Bay City, 22:38½; L. Brown, Berkeley, 24:07½; H. Tillman, New Century, 24:15; J. Casey, Golden City, 24:18; W. Sword, Garden City, 25:12; G. M. Beth, Oakland, 27:30.

Sixth heat—H. Brupercher, Berkeley, 25:33; L. Ford, Oakland, 25:49; F. Escobar, Garden City, 25:50; W. Bellezer, New Cen-

tury, 25:50; H. Sattler, Bay City, 27:03; G. McLoughlin, Golden City, fell.

Seventh heat—M. Bruzzoni, Oakland, 23:10; F. McLaughlin, Bay City, 23:10½; John Coughlin, Golden City, 23:12; C. Burnett, Garden City, 23:12½; L. Schachaabeck, Berkeley, 23:12½; O. Schmidt, N. C., 23:13.

Eighth heat—F. Curran, Bay City, 24:52; J. McElroy, Berkeley, 24:52½; C. Laye, New Century, 24:53; L. Moon, Garden City, 25:10; W. Bridges, Golden City, 25:22; C. Vlught, Oakland, 25:45.

Ninth heat—C. Showalter, Garden City, 25:10; W. Bridges, Golden City, 25:22; C. N. Schon, Golden City, 23:33½; W. Spencer, Berkeley, 23:34; E. Kimball, Bay City, 24:13; P. Lacazette, Oakland, 25:00.



KANSAS SUBSTITUTE FOR A HILL.

Tenth heat—C. Nelson, Oakland, 24:03; B. Hartwell, Berkeley, 24:03½; H. Waltz, Garden City, 24:52; W. Brown, New Century, 24:55; Jerry Coughlin, Golden City, 24:56; F. Banks, Bay City, 24:57.

Discussing Examiner Touring Contest.

Whether the team touring contest for the Examiner trophy, which last year was held between New York and Chicago, and which was won by the Indian team, will be held again this year shortly will be decided. At the meeting of the Chicago Motorcycle Club last week a proposal was made that the club accept the control of this year's contest, but the matter was referred to a committee, as the event is one that calls for a considerable expenditure of both time and money.

Motorcycle Cops in Race for a Cup.

Greater New York's motorcycle policemen will have an opportunity to race for medals and a cup that has been offered by Police Commissioner Bingham this afternoon, Saturday, at the Morris Park track. Seven events are on the program and fast time is expected as all the available department machines have been tuned up for the occasion.

HILL CLIMBING WITHOUT HILLS

The Partial Substitute Which the Kansas
Motorcyclists Have Found—How
They Make Use of It.

In a considerable portion of the grain belt, a hill or grade of any sort is rarer even than the white rhinoceros. As far as the eye can reach the land in every direction is as level as a billiard table, and as a result the elevated loading platforms that adjoin the railroad tracks at even the little stations in Kansas and Nebraska loom up like lighthouses. The platforms, how-

ever, serve more than the purpose for which they were designed, that of assisting in the shooting grain into freight cars.

Of course the flatness of the country renders such events as hill climbing contests impossible, but as far as motorcycles are concerned the desire to demonstrate their power or to prove claims made for them exists in the level land as it exists in those parts in which the real estate is upheaved or stands on end. The elevated railroad platforms fill this bill. The manner in which they are employed is shown by the accompanying illustration of a platform which the Hockaday Motorcycle Co., of Topeka, Kan., uses both to demonstrate and exploit the Thor motorcycles for which it is agent. Many of the runways of the platforms are as steep as they are short; the one pictured is claimed to be 50 per cent. grade, but that the machines are equal to the task of ascending it, is testified by the sign which the Hockaday people have erected.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

MOTORCYCLISTS IN MIMIC WAR

Springfield Falls into Hands of Invaders from Hartford—Inspiring Form of Contest Involving Strategy.

What might be termed a game called "Repelling the Invaders," were it not in this particular instance a misnomer, caused twenty members of the Springfield (Mass.) Motorcycle Club to have a lot of fun on Sunday last, 9th inst. The occasion was a variation of the old hare and hounds idea, and originated with Robert Ellingham, an old time hare and hound runner and cycle racer, who now is superintendent of the Hendee factory.

The scheme that was put into effect last Sunday was a plan of invasion and blockade, that possessed the semblance of a game of tag or "prisoner's base." The country around Springfield was divided by imaginary concentric circles with the club rooms as the center. The first circle was drawn at one mile, the second at 5 miles, the third at 10 miles and the fourth at 20 miles.

Precisely at 9 o'clock in the morning a party of ten motorcyclists left Hartford, 26 miles from Springfield, and at the same time a blockading force of ten riders left Springfield, the object being to intercept the invaders, the latter being at liberty to take any route from Hartford to Springfield. As there are at least 19 different approaches to Springfield it is seen that the task of apprehending the invaders was not as easy as may appear offhand.

The invading team, captained by Ellingham, consisted besides himself of Weschler, Root, Gruendler, Hoffman, Cross, Wheldon, Phipps, Bracket, Johnson and an unidentified substitute picked up in Hartford. The blockading army was led by "Major-General" Bert Barrows, who had these trusty followers: Spencer, Koth, Seidell, Searles, Pratt, Fay, Whipple, Arnes and Firmin. Both sides were mounted on Indian motorcycles.

The spaces included between the concentric circles mentioned, were assigned values for either side. For instance, if one of the invaders got within the mile circle he received 1,000 points; if he was caught between the 5 and 10 mile circles he received a credit of 700 points, while the blockader who captured him was credited with 200 points; between the 10 and 20 miles circles the invader, if caught, was credited with 500 points and the rider making the capture received 600 points. It therefore was to the interest of the blockaders to make their captures as far from Springfield as possible. Although four hours was allowed the invaders to reach the club "fort," it was not more than enough as some of the riders were compelled to make a wide detour to avoid being captured by the blockaders. As an illustration as to how this worked, it is stated that one

of the blockaders rode 20 miles in 23 minutes (the legal speed limit is 20 miles in 60 minutes), and if his opponents had not been equally active in losing themselves in the by-ways he would have stood a very good chance of capturing several of them outside of the 20 mile limit, thereby scoring 1,000 for each capture. To constitute a capture it was necessary for the blockader to get alongside of or to pass the invader he was pursuing, which assured no loafing on the part of either.

The invaders had much the better of it, for only one man was caught; he was tagged between the 5 and 10 miles circles, thereby netting the captor 700 points and giving 200 points to the invader. The final



score figured out 8,200 points for the invaders and 1,700 points for the blockaders, the thousand points being gained because the substitute invader picked up in Hartford got lost and could not be found before the time limit had expired.

The Springfield club's citadel shortly will be stormed again when the invaders of last Sunday will play the parts of blockaders. Meanwhile "General" Barrows has read the life of Napoleon and is drilling his defeated army every other night, and as a result expects to show the Ellingham battalion several new wrinkles in the way of blockading tactics.

Two New Clubs in the West.

The Richmond (Ind.) Motorcycle Club was reorganized last week by the election of the following officers: President, Elmer Smith; vice-president, William Waking; secretary, Herbert Scharff; treasurer, Charles Tangeman; captain, George M. Dunkle; lieutenant, Harry Minor.

The Mahoning Motorcycle Club has been organized in Youngstown, Ohio, with these officers: President, J. R. Truesdale; treasurer, George D. Wick; captain, Lewis A. Morley; lieutenant, Max M. Reese.

FORT GEORGE HILL CLIMB OFF

City Imposes Prohibitive Conditions for Decoration Day Meet—Probable Elimination of Contest Involving Strategy.

For the first time in seven years there will be no motorcycle hill climbing contest in New York on Decoration Day; indeed, it looks as if the continuance of the New York Motorcycle Club's time-honored event, which, next to the national endurance contest, was the oldest established motorcycle function, has been rendered well nigh impossible. While in previous years nothing of the sort was exacted, the city authorities now will permit the use of Fort George hill or any other grade, only in consideration of the filing of an indemnity bond for \$10,000, and these terms have been sufficient to squelch the Decoration Day event.

The demand for the bond is due to the fact that after several years of litigation the City of New York recently was compelled to pay a large amount for damages arising from automobile speed trials which were permitted to occur on the public roads and which resulted in the death and injury of several spectators; the automobile club which promoted the trials also paid a round sum for its share in the proceedings.

A real estate company which owns a hill in Yonkers—New York City's next-door neighbor—has offered the New York Motorcycle Club the use of the grade, and there has been talk of holding a contest thereon on June 5th, but as the hill is of the corkscrew variety, with four or five steep, abrupt turns which can be negotiated only by trick riders or men employing two-speed gears, if a contest is held there it scarcely will further the interests of motorcycling.

With the elimination of the New York hill climb, the most important Decoration Day event in the East will be the New Jersey Motorcycle Club's endurance contest, which will start from Newark on the morning of the 30th and finish there the following evening. The route that has been laid out embraces some of the best and most picturesque roads in the State.

Annual Meeting of Hartford Club.

At the annual meeting of the Hartford (Conn.) Motorcycle Club last week, the following officers were elected for the ensuing twelve months: President, A. E. Brown; vice-president, Willis L. Hayes; secretary and treasurer, George W. Baker; board of directors, the officers and T. C. Foster. George H. Thrall, Daniel B. Westin; captain, George S. Maslen; first lieutenant, Charles M. Carlson; second lieutenant, Bernard Biederman; standard bearer, Gilbert A. Finch; historian, T. C. Foster. The matter of a race meet on Charter Oak Park, Hartford's once famous track, was discussed but no definite action was taken.

NEW YORK CONDEMNS SCORCHING

Pass Resolutions to that Effect, but Discover that no Legal Speed Limit Exists in Open Country.

At the meeting of the New York Motorcycle Club on Wednesday evening last, the open muffler and the scorching evils received an airing and incidentally it was brought out that so far as the open country in New York State is concerned, there is no legal limit of speed that applies to bicycles or motorcycles, a fact that is not generally known, but which is nevertheless a fact. It is true also of all the other States in which motorcycles are not subject to the automobile law as no State laws affecting bicycles ever were passed, so far as is known.

President Patterson precipitated the discussion by expressing his regret that both evils were so prevalent on the club's century runs on the previous Sunday. Treasurer Kuehn backed him up with a sensible talk regarding the danger invited and the damage done by speeding and urged more respect for the speed limits, a remark that brought out the fact, confirmed by President Patterson, who is a lawyer, that no legal limit exists in the open country, the law applying to automobiles only. Mr. Kuehn was unconvinced and dilated further on the subject, his earnestness apparently occasioning merriment on the part of some of those present, several of them being regular participants in the club's Sunday road races into which the club runs have degenerated.

Because of this state of affairs it was generally understood that Capt. Chapple would tender his resignation. But during the meeting a telephone message was received that he and Walter Goerke had been arrested for scorching on Broadway, and he therefore was unable to be present.

To the accompaniment of some smiles Mr. Kuehn had the club place itself on record as deprecating speeding and violation of the law, and Dr. Thornley had placed on the minutes a resolution that henceforth no rider with an unmuffled machine shall be permitted to start in any event promoted by the club.

Hellmith Himself is Heard From.

Robert Hellmith, the German young man, who apparently is going around the world sideways, has again turned up, this time in Jacksonville, Fla., after having reported last at Savannah, en route north. The news of his whereabouts was conveyed in a letter from Jacksonville, apparently written and signed by the young man himself.

Hellmith makes one slight misstatement, presumably an error. In his letter to the Bicycling World he states that he left Germany August 14th, last year, and after arriving in New York City, rode a motor-

cycle to Chicago, Omaha, Cheyenne, Seattle, Vancouver, Victoria, Portland, San Francisco and Los Angeles. As a matter of record Hellmith left New York upon a bicycle and did not change to a motorcycle until he arrived in Los Angeles, where he was provided with one by a charitably inclined dealer.

From Los Angeles Hellmith rode to Phoenix, El Paso, San Antonio and Galveston, from which city he was going to sail for some South American country. Instead, he went to New Orleans and after announcing his departure for Cape Town, Africa, next turned up in Mobile. From Mobile he rode to Atlanta and then to Savannah, from which place he stated he was going to Charleston. Now he is in Jacksonville, or was a few days ago.

"I am now going to Tampa, Fla.," writes Hellmith, and then Habana, South America, and from the latter hemisphere to Africa, landing at Cape Town and going to Johannesburg. Then Alexandria, Egypt; Naples, Rome, Genoa, Monte Carlo and Paris, the end of my run for the German Motorcycle Club of Berlin."

"So far I have covered 14,000 miles in America. My aim is to ride 11,000 miles more, making a grand total of 25,000 miles."

Stubbs Cleans up in Two Cities.

Robert Stubbs had an easy afternoon's work at Birmingham, Ala., Friday, 7th inst. Without much effort Stubbs rode away from John Green in what was styled the "five miles motorcycle match, Tennessee-Alabama championship," covering the distance in 5:29½. Five riders lined up for the five miles handicap and Stubbs, riding his Indian from scratch, won handily over Gail Joyce, who had a handicap of one-quarter mile. Time, 5:32. The following day at Chattanooga Stubbs won both motorcycle events at the postponed meet of the Look-out Mountain carnival. The track was dusty and the times consequently slow. Stubbs won the five miles scratch in 7:05½ and the five miles handicap in 7:09¾.

Rhodes Wins in Empire City Handicap.

William Rhodes, riding with a handicap of 2 minutes 45 seconds, won the regular monthly five miles point race for Empire City Wheelmen, at Brooklyn, last Sunday, 9th inst. Matt Barnett and James Hur-ray, from the same mark, finished second and third. Rhodes's time was 14 minutes 6 seconds faster than made by the scratch men, who loafed considerably. Carl O. Ericson was the first scratch may to finish, defeating Franklin Fisher and W. A. Brown by a narrow margin.

Moffitt Again Heads California Clubs.

At the annual meeting of the California Associated Cyclists at Sacramento, on May 1st, officers were elected as follows: President, A. B. Moffitt, Oakland; First vice-president, Tom Taylor, Berkeley; second vice-president, W. T. Sebelles, Alameda; secretary-treasurer, M. M. Moffitt, Oakland.

STRONG PRAISE FOR THE BICYCLE

Its Use Advocated at Meeting to Protest Against Increased Carfares—Commended as a Health Promoter.

Philadelphia is "all het up" over the action of its dominating street car company in raising its fares, and as a result they are holding town meetings and other kinds of meetings to condemn the "octopus" and to suggest and devise ways and means of loosening its stranglehold on the populace, the workingman in particular. As a means to that end the formation of walking clubs is one of the themes which has been numerously discussed, but at a meeting last week of the Forty-second Street Business Men's Association, J. A. Ivazian arose and suggested bicycles as an even better means of escape. He did not say very much about them, but what he did say was very much to the point, and so very true that it would serve the public were it repeated everywhere else.

"The Rapid Transit Company has perpetrated another outrage on the people," said Mr. Ivazian, "and there is no reason why the public should calmly submit to this latest imposition. I do not favor walking clubs because a workingman in walking to and from his work would lose sleep and be compelled to hastily eat his meals. But an effective plan could be put in force without robbing the laboring man of sleep or compelling him to shorten his time at the table.

"Bicycles are cheap now. The machines are within the reach of all and better time can be made on them than on the slow rattletraps which the traction company runs over its so-called 'Rapid Transit' lines.

"There is no doubt that many persons contract tuberculosis as a result of riding in germ-laden cars, which are not properly ventilated. If the bicycle riding habit became general, not only would the users soon pay for the machines with the money saved in car fares—at least ten cents a day—and in a short time have money from this source to place in bank, but the general health of the working class would be marvelously improved and in a few months a sturdy, healthy set of Philadelphians would be prepared to do away with transportation facilities altogether. The weather now is ideal for bicycling.

"If this idea was put in force the transit company would soon be glad to grant all sorts of concessions and it would not be difficult for the people to obtain a 3-T. C. Gazette.

Motorcycle Events in Yale Hill Climb.

Three events for motorcycles are included in the Yale Automobile Club's program of hill climbing events at New Haven, May 26th. Shingle hill will be the scene of the ascents.

SAFE STORAGE FOR A MOTORCYCLE

Inexpensive Structures That Any Amateur Carpenter Can Build—Specifications for a Convenient House.

With the purchase of a motor bicycle, the new rider often is called on to meet the storage problem, as hundreds of riders in the past have had to do. In the thickly populated sections of the large cities where ground space is at a premium and fire regulations prohibit the keeping of gasoline, no matter how small the quantity, in buildings occupied in whole or in part for dwelling purposes, the only solution of the prob-

to and from the places where their motorcycles may be stored. Where the handling of gasoline by motorcycle dealers is prohibited by the fire department and insurance regulations, additional inconvenience is caused the rider who stores his machine in such places.

In cities where no restrictions are in force against storing motorcycles in dwellings, usually local conditions militate against a very general adoption of the practice. If the cellar is dry, and the entrance from the outside is so constructed that a machine easily can be run in, the momentous question is solved. But cellarways often are so steep and narrow as to make the getting of a machine in or out without injury such a herculean task that

barn, or shed is on the property, the storage question becomes of small moment, but such facilities are not the rule, and the man with a motorcycle usually must seek elsewhere.

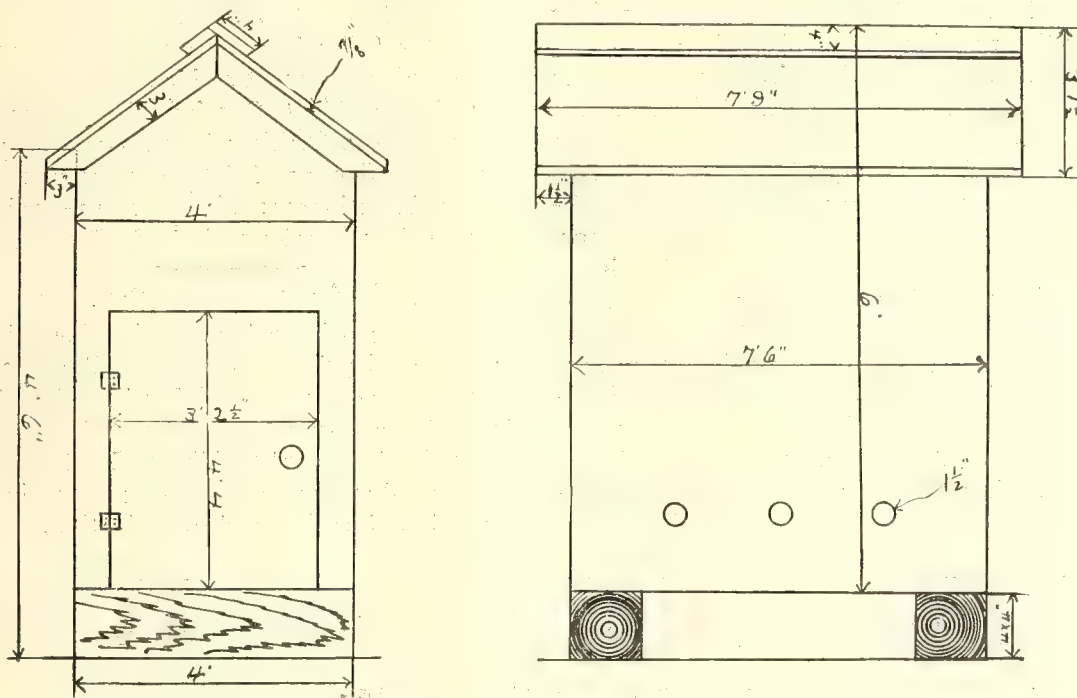
For the city dweller who lives in an apartment house there would seem to be no hope, or small hope. He must store his machine where best he may and pay for the storing of it. But wherever there is a back yard or a small plot of ground available, the safe and proper and convenient housing of a motorcycle presents no very great difficulties. It is possible to build a house for it at small expense.

The accompanying illustrations show a house of the sort which was erected at a cost of \$15 by a rider who had tried practically all of the several and various methods of storing his machine which have been referred to and who found in the construction of a private garage the most satisfactory and economical way out of the difficulty. Of course a cheaper structure can be built if the rider does not care to expend the sum of \$15 on a house. For instance, a couple of piano boxes can be purchased for about \$4, and if the rider is handy with hammer and saw, a fairly good "shack" can be built. Or, if for any reason piano boxes are not desirable or available, a couple of large packing cases, suitably altered for the purpose, will serve. On the other hand, where financial limitations are not present, there is nothing to prevent the rider from elaborating on the house here illustrated to the extent of his desires. But generally speaking there is no real occasion for an expensive structure of this nature, the chief requisites being that it shall be weather proof, and well ventilated and afford security for the machine.

The size of the house and the cost of it will be determined by the individual rider, and possibly by local conditions. It may be that the available space will not permit of anything more than a mere shed sufficient to enclose the machine, or the rider may prefer to do any work on the machine in the open, so that the interior need not be large enough to accommodate both rider and machine at the same time.

The house here referred to was built large enough to permit the owner to work on his machine during inclement weather, and easily will accommodate two machines. By the revenue derived from storing the machine of another rider who had similar difficulty in finding a suitable place in which to keep his machine the house paid for itself in less than a year.

In constructing a house on these lines the upper and lower frames should be put up first. Each frame will require two lengths $7\frac{1}{2}$ feet long and two lengths 4 feet long of spruce scantling $2\frac{1}{2} \times 1\frac{3}{4}$ stock, and the corners should be half lapped to form a rigid construction. One of the frames should be boarded up on one side only, with $\frac{7}{8}$ -inch yellow pine, matched stock, which will form the floor. The upper frame is not boarded. For the four



SIDE AND FRONT ELEVATIONS OF MOTORCYCLE HOUSE

lem is to store the machine in an automobile garage or motorcycle store. Most garages, however, do not cater to motorcyclists, owing to the comparatively small returns therefrom, and not a few actually refuse or discourage their patronage. Usually garage rates are high and in the larger cities at any rate motorcyclists not only rarely are welcomed, but quite apart from the expense, the lack of care and attention and the likelihood of damage or abuse, or both, to which motorcycles are subject, inclines the cautious motorcyclist away from the average automobile establishment.

In storing a machine with a motorcycle dealer the garage evils, or most of them, are absent. But many of the dealers do not keep open all hours of the night or all day Sundays, and the rider's use of the machine is circumscribed accordingly, that is, unless he has access to the store at all hours, which is not usually the case. There is also the inconvenience of having to travel to a relatively distant point when the machine is to be used or put away, which means an additional item for car fare, although there are some motorcyclists who use their pedal propelled bicycles for going

only dire necessity will induce its continuance. The ideal cellarway from the rider's standpoint is one of good width, with high straightaway entrance and low stairway, so that the machine can be run in and out on a plank. But such favorable conditions are the exception rather than the rule. If the rider lives on the first floor of an apartment house, he may keep his machine in the hallway if no other occupants—or the landlord—object, but objections usually arise sooner or later, and the odor of gasoline, which is apt to pervade the premises, generally serves to induce even the friendly neighbor to remark that hallways were not designed for the storage of motorcycles, even though they may be congested with bicycles and baby carriages. As for carrying a machine up and down stairs, it is out of the question, although at least one instance is known where an enthusiast wrestled his 140-pound machine up and down a flight of stairs every day for two months, rather than leave it under the stairway. Where a porch is attached to the house some riders leave their machine thereon over night, covering them with canvas to protect them from dampness, and locking them to prevent theft. Where a

uprights, each of which is $4\frac{1}{2}$ feet long, the same $2\frac{1}{2}\times 1\frac{3}{4}$ -inch spruce stock is used.

The roof gables are of the same size and quality of stock as the rest of the frame. Making allowance for waste in cutting, about 12 feet of lumber will be required for the gables. Each half of the gables is 2 feet $10\frac{1}{2}$ inches in length and the ends are cut diagonally at both top and bottom to fit. A $7\frac{1}{2}$ foot roof tree of the same size stock as the rest of the frame, connects the gables at their apex. The house is now completed and can be stiffened at the corners if desired with iron brackets fastening the gables at their apex. The frame is fastened with nails. The sides and ends of the house are of $\frac{7}{8}$ -inch pine boards, matched stock, and should be put on next. No windows were cut in this particular house, but provision can be made for them if desired. The door is 4 feet 4 inches high, and 3 feet $2\frac{1}{2}$ inches wide, of the same size material as the walls. Two $\frac{7}{8}$ -inch pine cleats 3 feet long and 5 inches wide are laid across the inside of the door, one each at the top and bottom, and are secured by 1 inch wood screws. The door is mounted on two strap hinges each 10 inches long and a hasp and padlock are used to secure the door.

After the sides are up a series of 5 holes $1\frac{1}{2}$ inches in diameter, and about 12 inches apart, are bored in each of the side walls, about 8 inches from the floor, for ventilation, and to permit the escape of

any vapor that may collect. The roof is laid with $\frac{7}{8}$ -inch white pine, unmatched, with a 3-inch overhang on each side, and $1\frac{1}{2}$ inches on the ends. The ridge pole is made in channel or inverted V shape. It consists of two lengths of $\frac{7}{8}$ -inch spruce stock, each 7 feet 9 inches long and laid overlapping, is shown in the illustration. The wider strip is 3 inches and the other $2\frac{1}{8}$ inches. A faceboard of $\frac{1}{2}$ -inch pine 3 inches wide and 2 feet $10\frac{1}{2}$ inches long on either side, is laid outside the front gable, just under the roof. Two-inch spruce strips, with beveled edges are laid over the seams in the roof boards. The house is set up on two 6-inch cross ties, one at each end, to prevent the floor from becoming rotted by resting on damp ground. A small runway at the front door facilities running the machine in or out.

To insure protection from the weather the house should be painted both inside and out. One and one-half gallons of paint will be sufficient to give the outer surface two coats, and the interior one coat. The hinges should be oiled occasionally to repel rust. The interior can be fitted with a work bench, and drawers for tools and parts according to the rider's tastes.

The house has been in use for over three years and has successfully withstood the heat of summer and the snows of winter. It was painted every spring, and is well preserved after its long exposure to the elements.

The amount of lumber required to build a house of the dimensions specified is as follows:

Entire frame, $1\frac{3}{4}\times 2\frac{1}{2}$ -inch spruce, allowing for waste in cutting, 84 feet; both sides, $\frac{7}{8}$ -inch yellow pine, matched stock, including waste, 70 square feet; both ends, including door, $\frac{7}{8}$ -inch yellow pine, allowing for waste, 48 square feet; floor surface, $\frac{7}{8}$ -inch matched yellow pine, 31 square feet; roof area, both sides, $\frac{7}{8}$ -inch white pine, including waste, 48 square feet; front gable strip, $\frac{7}{8}$ -inch yellow pine, 3 inches wide, including waste, 6 feet; ridge pole, $\frac{7}{8}$ -inch spruce, 3 inches wide, 16 feet.

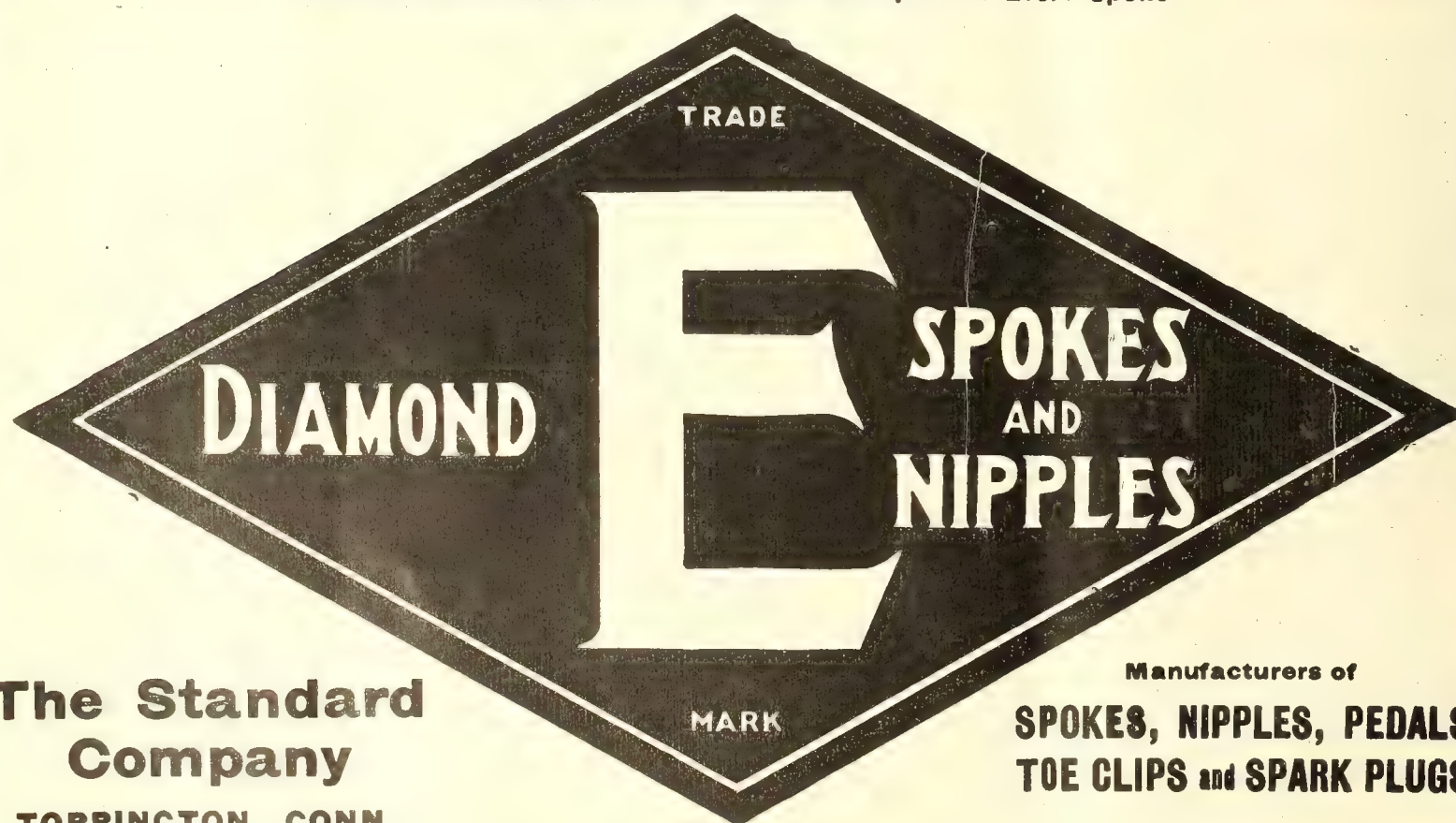
Thread City Cyclers Elect Officers.

At the annual election of the Thread City Cyclers, held at Willimantic, Conn., last week, the following officers were chosen for the ensuing year: President, William Cotter; vice-president, Charles W. Hill; recording secretary, William Thompson; financial secretary, George E. W. Hickey; treasurer, Frank M. Lincoln; directors, the officers, George Rosebrooks and C. E. Chamberlain.

Organized for Long Cycling Trips.

With the principal object in view of taking long bicycle trips through Berks county several young men of Reading, Pa., have formed the National Athletic Club. J. Grim Derr, Earl Albright, Albert Goodman and William Budding were among those instrumental in forming the organization.

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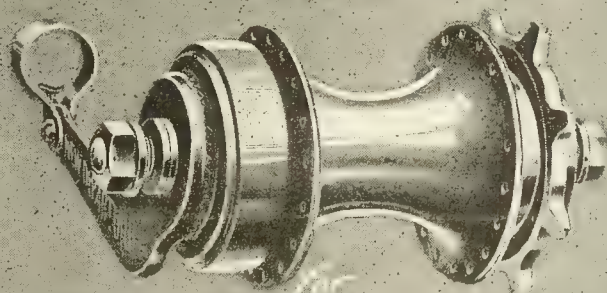
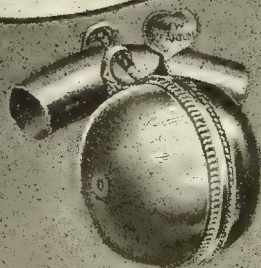
Cyclometers.

Trouser Guards

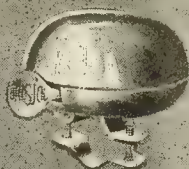
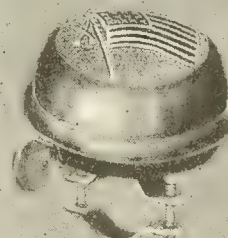
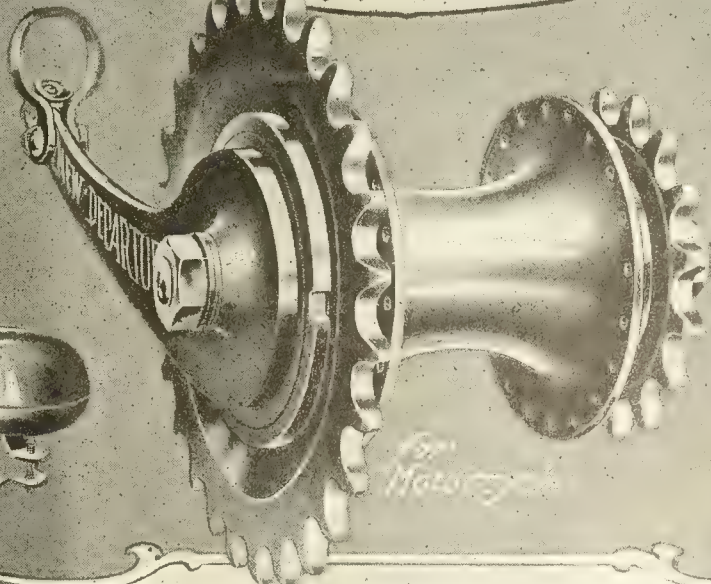
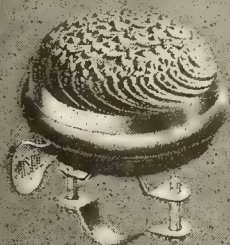
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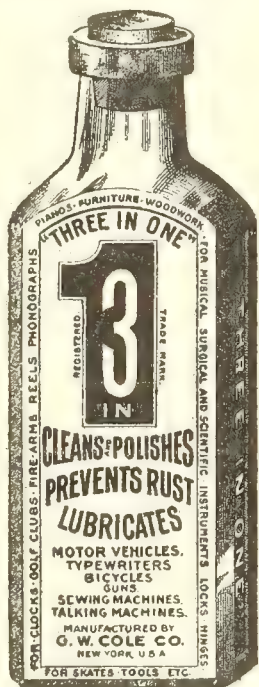
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RECENT PATENTS.

909,075. Carburetter for Explosive Engines. Louis P. Fosnot, Reading, Pa., assignor, by mesne assignments, to Reading Standard Company, a Corporation of Pennsylvania. Original application filed Sept. 13, 1906, Serial No. 334,368. Divided and this application filed July 10, 1907. Serial No. 382,978.

In a carburetter a hydrocarbon chamber with a float therein, an interiorly screw-threaded supply conduit having a lateral outlet to said hydrocarbon chamber and a supply tube connecting end, an exteriorly screw threaded valve seat ring adjustably located within said conduit below said outlet, a valve seating on said adjustable ring and having a collared stem extending above said outlet, an adjustable stop to limit the opening movement of said valve, and a pivoted lever extending through said outlet, to the valve stem, and operated by said float to automatically close said valve, substantially as set forth.

910,379. Carburetter. Carl O. Hedstrom, Springfield, Mass. Filed Jan. 19, 1907. Serial No. 352,120.

1. In a carburetter of a float feed type, an atomizing nozzle, a double cone shaped baffle plate adjustably mounted on said nozzle, means for deflecting the incoming air towards said baffle plate whereby the velocity of the same is increased as it passes said nozzle.

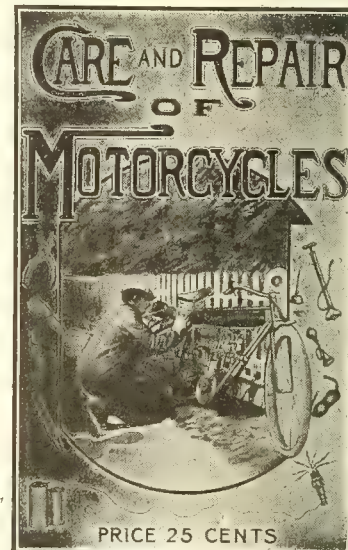
913,785. Fastening for Connecting Rod Pins. Clarence E. Van Auken, Bridgeport, Conn., assignor to Van Auken Motor & Machine Works, Bridgeport, Conn., a Corporation of New York. Filed Feb. 25, 1908. Serial No. 417,742.

1. The combination with a piston having a chamber within it provided with an open end, and a connecting rod pin seat therein facing toward said open end, of a pin constructed and adapted to seat upon said seat through said open end and having a cylindrical centrally disposed connecting rod engaging portion and flattened seat engaging end portions, and means normally constituted for removal for holding the pin on said seat.

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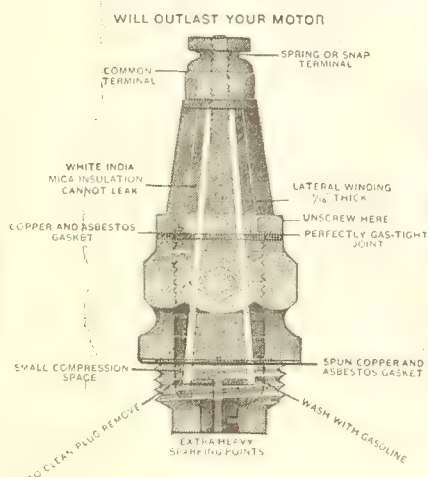
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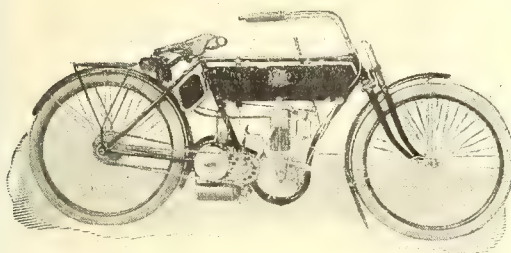
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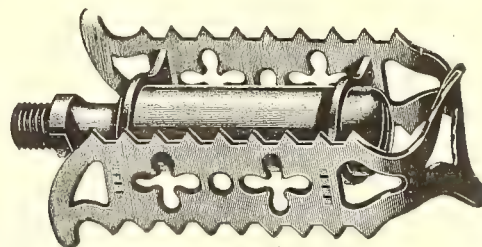
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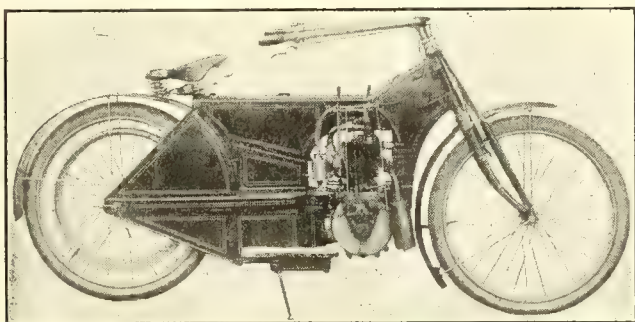
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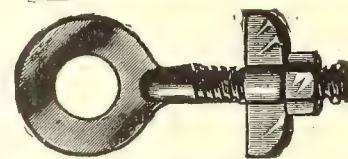
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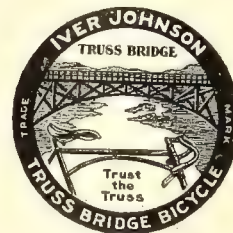


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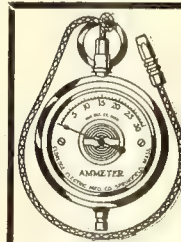
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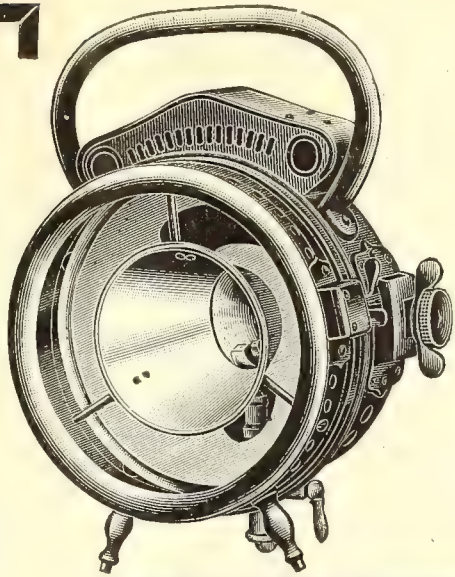
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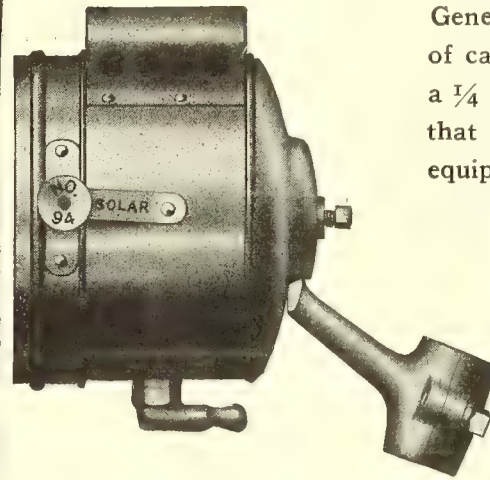


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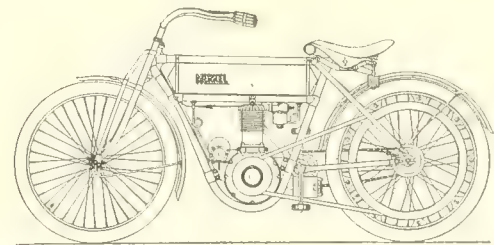
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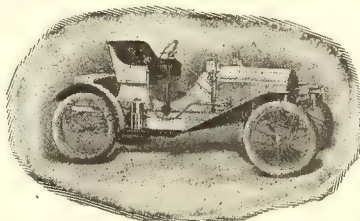
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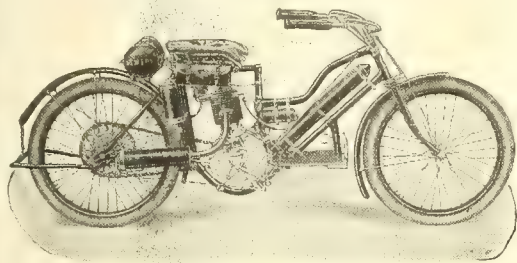
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We are now ready to quote prices and deliver samples of the
1909 Hudson, Lenawee, Atlanta
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Write us.

J. W. GRADY & CO., Worcester, Mass.**LIVE WIRES**

We Buy Right and We Sell Right.

FOUR STORES.

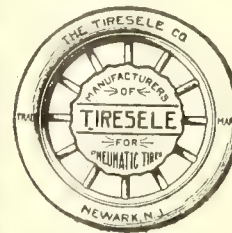
Get our catalogue of bicycles and bicycle goods.

HAVERFORD CYCLE CO.
PHILADELPHIA

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Special Stampings
FROM
SHEET METAL
THE CROSBY CO., Buffalo, N. Y.



WE GUARANTEE to end your TIRE TROUBLES by the use of

TIRESELE

the best proposition on the market. Write for BOOK-LET. Agents wanted.

Address communications to

THE TIRESELE CO.,

Manufacturers,

N. Y. Office, 1777 B'way. 53-55 Bank St., Newark, N. J.

GIBNEY WRAPPED TREAD BICYCLE TIRES

WRITE FOR PRICE LISTS AND DISCOUNTS

JAMES L. GIBNEY & BRO.
PHILADELPHIA**American Motorcycles**

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

American Motorcycle Co.,
Wells & Seigel Sts. CHICAGO.**IDEAL PLATING CO.**
Marlboro, Mass.**Genesee Pedals Frame Sets**Also All Metal Parts for
Bicycle Construction**JOHN R. KEIM MILLS, (Inc.) Buffalo, N.Y.**

Metric Separable Indestructible Mica Plug, \$1.50.

(Trade **STA-RITE** Mark)
Ignition Plugs are now repaired perpetually, free of charge, when returned to factory, because "They Stay Right the Longest."**THE R. E. HARDY CO.,**

(Incorporated 1900)

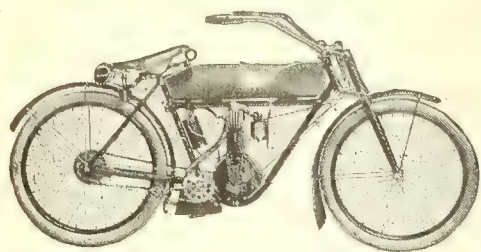
Factory, 201 37th St., BROOKLYN, N. Y.
309 Fisher Bldg., Chicago.

NEW 1909 CATALOG OF THE

F. N. BIG FOUR

JUST OFF THE PRESS. SEND NOW.

OVINGTON MOTOR COMPANY, 2236 Broadway, New York



Thor

Again In Front

THIS TIME ON THE ROAD

100 Mile Handicap Run
around the San Francisco
Bay, *Thor* the only one start-
ing from scratch,

WINNING THE 100 MILE RUN

Time, 2 hours 32 minutes.
4 *Thors* started and all fin-
ished the run. *Marvel* not,
for it is a *Thor* the Motor-
cycle Supreme.

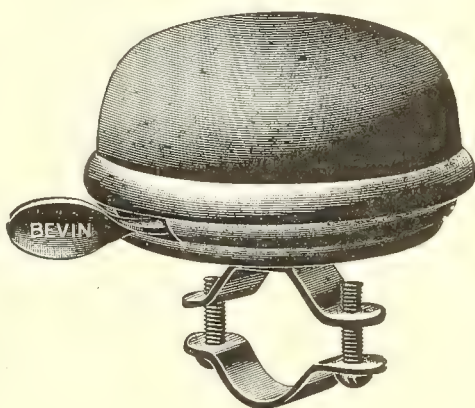
Aurora Automatic Machinery Co.

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SUNDRIES That Sell Wherever Bicycles are Sold

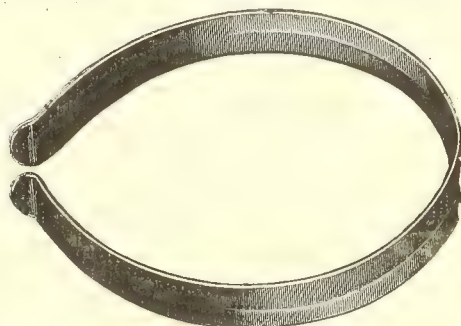
Bevin Bells



Bevin Toe Clips



Bevin Trouser Guards



We Offer

such a varied selection that all purses can
be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.

EASTHAMPTON, CONN.



END OF
BAR
HANDLE

Order your new motorcycle equipped
with

G & J ROUGH-RIDER GRIPS

Made of Rubber.

They relieve the vibration.

Price, \$1.50 Per Pair

For Sale by All Dealers.

G & J TIRE CO.

INDIANAPOLIS

Many men have tried
to find better than



Kokomo Tires



but none ever has
succeeded in doing so.
It is impossible.



Kokomo Rubber Co.,

Kokomo, Ind.

A Word Regarding Your Tire Equipment.

Records on file in our office—show that the hundreds of motorcycle dealers and riders who gave Morgan & Wright tires a fair trial last year, are, almost without exception specifying them on their machines this year—a result that could only have followed thoroly satisfactory service on the part of the tires.

We firmly believe that the enviable records our tires have made during the past year is largely due to the fact that they are built with much more strength than they are likely to require in service. Unexpected strains which are the cause of the majority of tire failures are thus amply provided for.

These extra-strong, long-lived tires will cost you no more than other brands.

Any dealer or manufacturer will be glad to honor specifications.

MORGAN & WRIGHT, Detroit

EMBLEM MOTORCYCLES

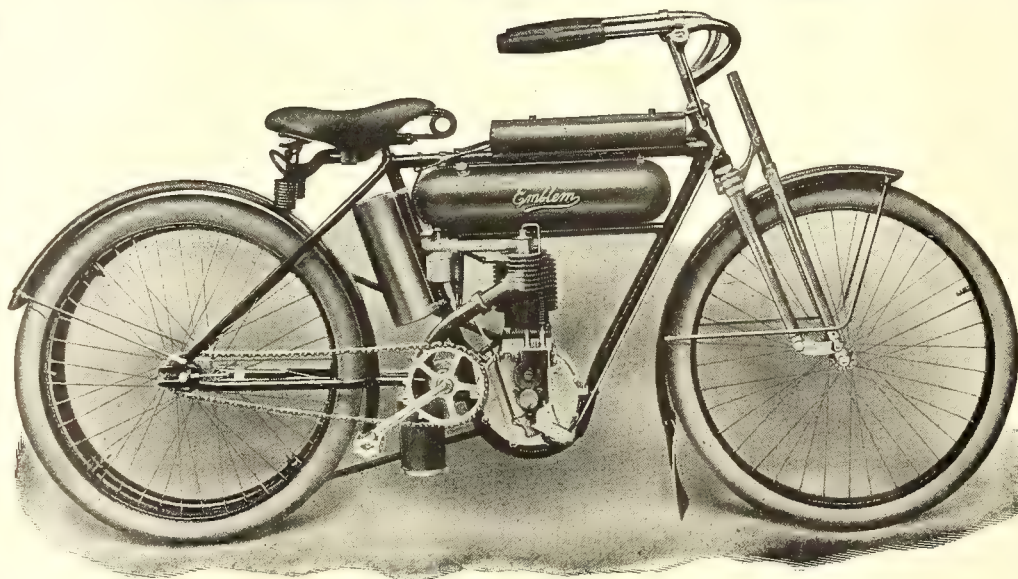
PRODUCT OF CO-OPERATIVE LABOR

**3½ H. P.
BELT DRIVE**
Spring Fork, Price \$175

**4 H. P.
LOW FRAME**

28 Inch Wheels,
Price \$200

**BALL BEARING
MOTORS OF OUR
OWN MAKE**



**TRIANGULAR
REINFORCED
TUBE**

(OUR OWN MAKE)

Is Used in Emblem
Motorcycles.

Emblem Spring Fork Makes Riding Enjoyable

Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

EMBLEM MANUFACTURING COMPANY, Angola, N. Y., U. S. A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

The Lowest Priced Tire!

is the tire that wears the longest—costs the least for upkeep—the tire that can be repaired. That's the Goodyear Strong Fabric Motorcycle Tire.

You can travel farther on a Goodyear than on any other.



Our Strong Fabric Motorcycle Tire is made to *last longer*—not to sell cheaper—than other motorcycle tires. In the Goodyear Tires only the finest *new* Para rubber is used. It is quoted at \$1.20 today. We could use "Lapori" or "Guayule" rubber that sells at 35c per pound, or even "reclaimed" rubber from the junk pile—old boots, overshoes and garden hose out of which the life has been burned by heat and acid. We could get *this* kind of rubber at 10 cents a pound—but it *won't do for a Goodyear*.

We also use the famous Egyptian Fabric, which costs 33 cents a yard. We could use common muslin at 5½ cents a yard. But common muslin breaks at 40 to 60 pounds, while it requires 300 pounds to break Egyptian Fabric.

The demands on the motorcycle tire are more severe than on any other kind.

The tire that goes to the junk pile after a little use is not the lowest priced tire—no matter what it sells for. A new tire then has to be bought, doubling the expense.

GOODYEAR
STRONG FABRIC
MOTOR-CYCLE TIRES

We can furnish these tires in either single or double clinch.

Goodyear Strong Fabric Motorcycle Tires can be permanently repaired. Some motorcycle tires are "done for" just as soon as they are slightly damaged. The wise motorcyclist who figures up the cost at the end of the season knows that the Goodyear is really the lowest priced tire on the market. It will outwear several pairs of the ordinary kind. Because it has the Goodyear Tough Rubber Tread—the strongest made—united to a pure, soft Para rubber inside so perfectly as to be in effect one piece. This is strengthened by being woven into our special close-woven Strong Fabric—four-ply—which makes the tires not only very durable, but of such construction that repairs can easily be made.

With all their strength and durability, the Goodyear Motorcycle Tires are the most resilient, easiest riding tires made. We can furnish these tires in either Single or Double Clinch.

Moulded type Single or Double Clinch Red Seal Tube.

THE GOODYEAR TIRE & RUBBER CO., Moal St., Akron, O.

Branches and Agencies:

Boston, 281 Dartmouth Street; Cincinnati, 317 E. Fifth St.; Los Angeles, 932 S. Main Street; Philadelphia, 1402 Ridge Avenue; New York City, 64th Street and Broadway; Atlanta, 90 Pryor Street; Pittsburg, 6938 Centre Avenue; Washington, 1026 Connecticut Avenue; Louisville, 1049-51 Third Street; New Orleans, 706-16 Barrone Street; Memphis, 131-5 Madison Street;

Branches and Agencies:

San Francisco, 506 Golden Gate Ave.; Chicago, 80-82 Michigan Ave.; Cleveland, 2005 Euclid Ave.; St. Louis, 712-714 Morgan St.; Buffalo, 719 Main St.; Detroit, 251 Jefferson Ave.;

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

—
STANDARD RUBBER PEDALS

—
SAGER TOE CLIPS

CYCLE AND MOTORCYCLE TYPES

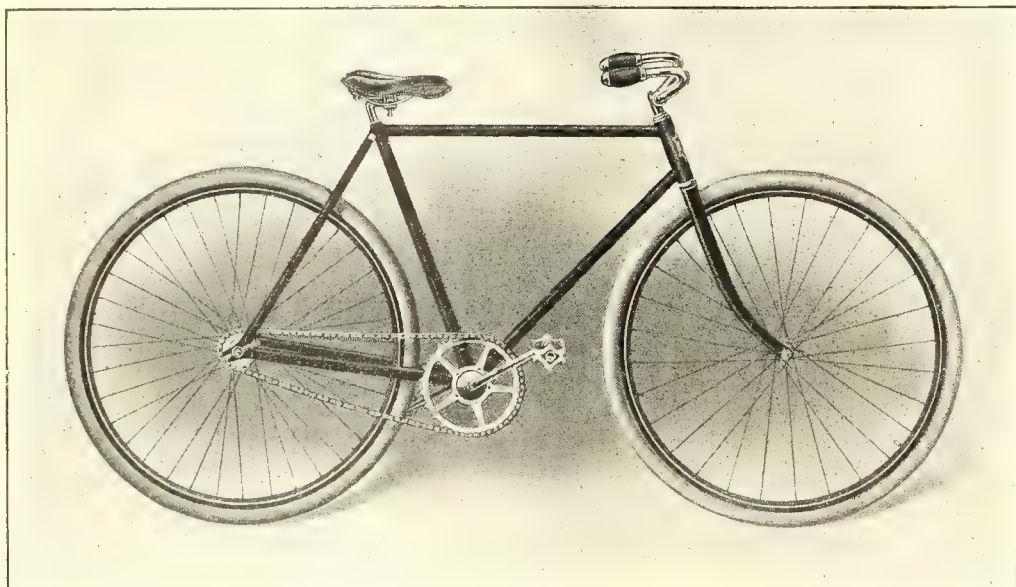
—
BREECH-BLOCK SPARK PLUGS

ALL are necessities; all all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

■
QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

"Daily Service" Bicycle



"DAILY SERVICE" BICYCLE, MODEL 982 H.

SPECIALLY DESIGNED

FOR COMMERCIAL AND MUNICIPAL PURPOSES, FOR POLICEMEN, FIREMEN, TELEGRAPH LINEMEN, MESSENGER SERVICE, QUICK DELIVERY SERVICE AND HUNDREDS OF PRACTICAL BUSINESS PURPOSES.

Heavier gauge tubing, strongly reinforced—tandem spokes—heavy rims—extra heavy tires. All other parts selected for heavy and continuous service.

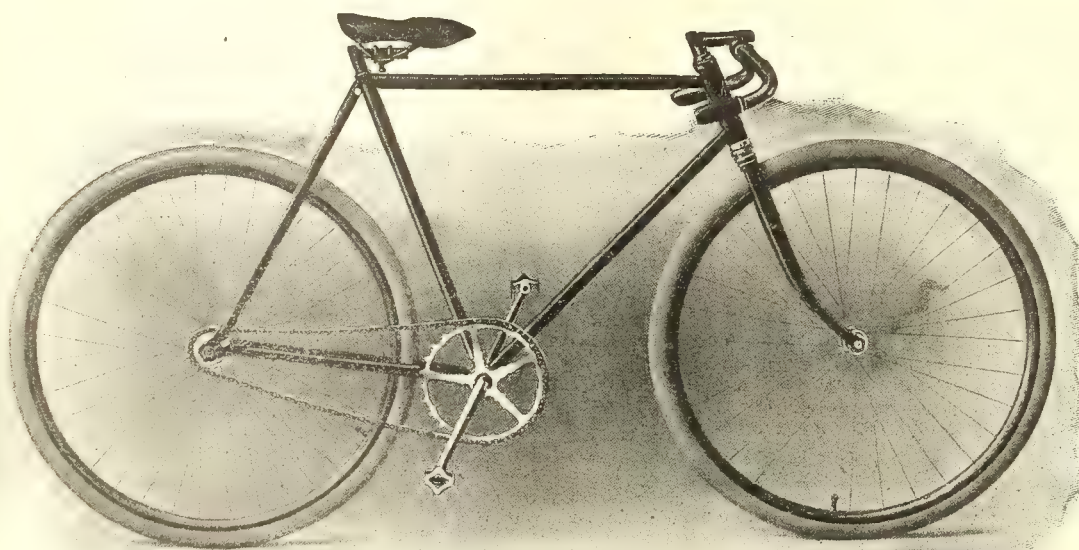
A most pronounced success of this season. Already strongly in demand and sales rapidly increasing. Dealers should get in touch with us on this money-making machine.

THE POPE MANUFACTURING CO., Hartford, Conn.

Dealers Who are Looking for Good Things

cannot afford to pass the

Crown Bicycle



We sell it to dealers at the right price which in turn permits them to sell it to riders at the right price; and the bicycle itself is thoroughly right, too.

We would like an opportunity to tell every dealer in the land about it, for we are sure we can interest them. Why not drop us a line today?

GREAT WESTERN MFG. COMPANY, Laporte, Ind.

The best way to make friends
is to make good.

That's what

THE INDIAN

has been doing for seven years.

PERFECT SCIENTIFIC DESIGN
HIGHEST MECHANICAL ACCURACY



FOUR THAT HAVE MADE GOOD.

HENDEE MANUFACTURING CO.,
SPRINGFIELD, MASS.

Chicago Branch: 1251 Michigan Avenue.

"IT'S ALL IN THE COIL"

The secret of successful battery ignition lies in the coil that is used. The one big improvement in the entire motorcycle ignition field this year is the new



coil. This coil is not simply a larger type cut down in size—with the accompanying skimping in wiring, insulating materials, etc. The CONNECTICUT is designed and made especially for motorcycle use. It is small, neat, substantial. The internal construction is radically different. And what is of greatest importance, IT DOES ITS WORK BETTER ON TWO DRY CELLS THAN ANY OTHER COIL CAN DO ON THREE. This has been proven by actual test. The CONNETICUT gives a hotter spark and affords maximum mileage.

The CONNECTICUT is not a cheap coil. It is THE BEST. And it costs more—a little—than the others. Specify it when you order a new machine. Buy one now if your batteries do not last as they should. For single and twin cylinder engines.

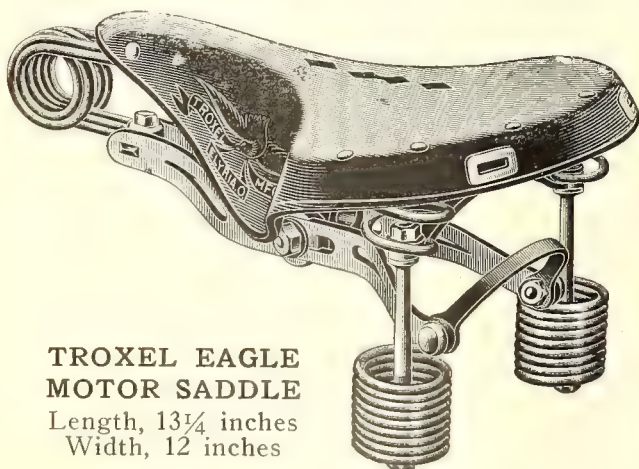
CONNECTICUT IGNITION DEPT. UNITED MANUFACTURERS, Inc., Broadway and 76th Street, New York

BRANCHES:

CHICAGO—1421 Michigan Ave. CLEVELAND—1932 Euclid Ave. PHILADELPHIA—422 Commerce St. DETROIT—225 Jefferson Ave.
BOSTON—109 Massachusetts Ave. SAN FRANCISCO, CAL.—Hughson & Merton, 544 Van Ness Ave.

They are Fine—The Best Saddles Ever Manufactured

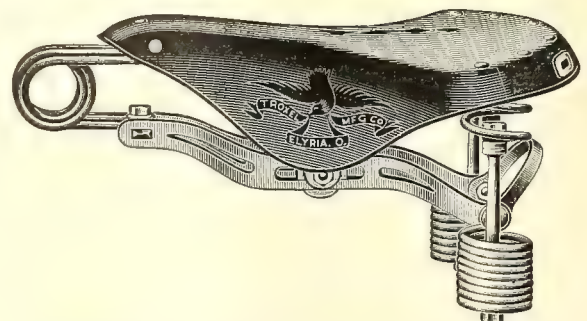
No use going into detail explaining why. Just examine them and be convinced.
When you look at our Saddles—



**TROXEL EAGLE
MOTOR SADDLE**
Length, 13¼ inches
Width, 12 inches

NOTICE

The Leather
The Metal Parts
The
Workmanship
The Finish

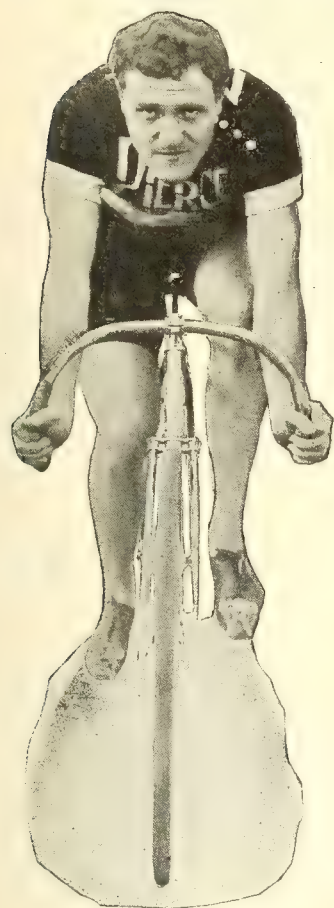


EAGLE CLIMAX BICYCLE SADDLE
Length, 12 inches. Width, 9½ inches

Nothing but Style and Quality. The Largest Assortment of Bicycle Saddles Ever Manufactured. Who can dispute this assertion? Write for catalog and guarantee, to

THE TROXEL MANUFACTURING CO., Elyria, Ohio, U. S. A.

San Leandro Meet Proves Triumph For **THE PIERCE**



FRANK L. KRAMER

WE have recently called attention to the fact that Pierce bicycles are ridden by the professional and amateur cycle champions as well as best racing men generally, to the exclusion of most all other makes. We have still another claim to make and it is, that the Pierce has a greater following than any other bicycle.

The Pierce Trophy race at San Leandro, Cal., on May 9th, brought out 57 riders and of these 33 were mounted on Pierce Bicycles. Nine other makes were represented, 7 being the second largest number of any one make. This proves the **PIERCE**

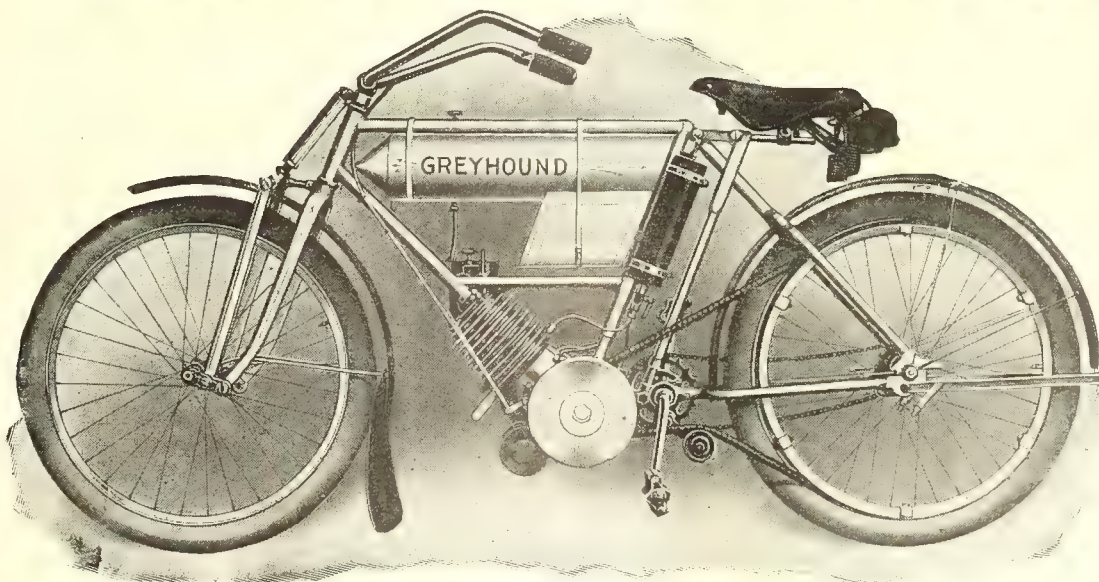
More Popular Than All Others Combined.
Fastest on Track. Best on Road

THE PIERCE CYCLE CO., Buffalo, N. Y. Branches at
 Oakland and Denver

Greyhounds Ready

Got an early start last fall. Commenced shipping 1909 Greyhounds in December. Factory humming every since. Result, more business and better service than ever before. Rate of production still improving and immediate delivery guaranteed. NOW is the word all over the shop.

Greyhounds are great motorcycles. Greyhound shock absorber kills the bumps. Fine motor. One-piece forged steel crank shaft.



Split crank case. High grade construction and equipment. Satisfaction and comfort for the rider. Good business for the dealer. Catalogue free, write us.

THE AUTO-BI COMPANY, 1443 Niagara Street, Buffalo, N. Y.

Sales Agents Metropolitan District, THE BROWN-DEWEY COMPANY, 1697 Broadway, New York.

THE
Racyle

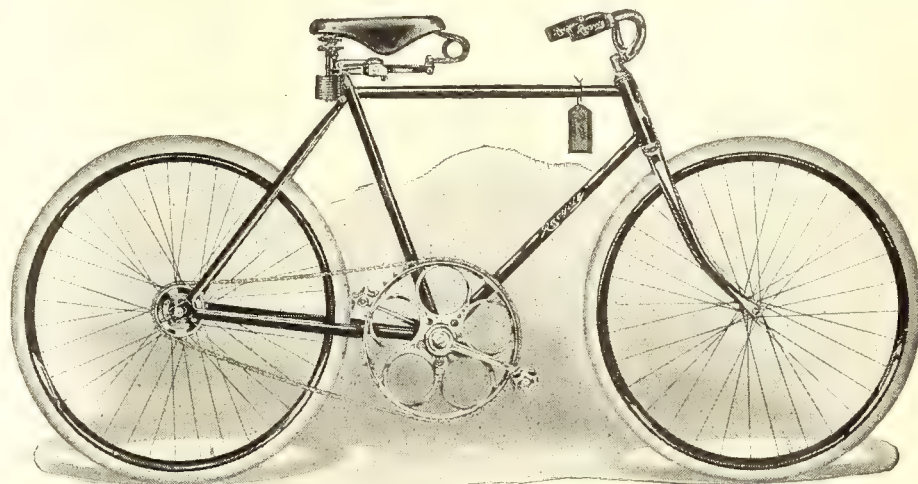
A Great Pair TO DRAW TO

THE
Hudson

The Two Most Profitable Agency Propositions in the World Today

Why not handle wheels for which there is a demand? You never hear our agents talking about business being dull, and you never hear of a dealer who is willing to give up our line. Why?

We spend \$25,000.00 every season for our agents, advertising our wheels for them. You can have a share in this by taking the agency.

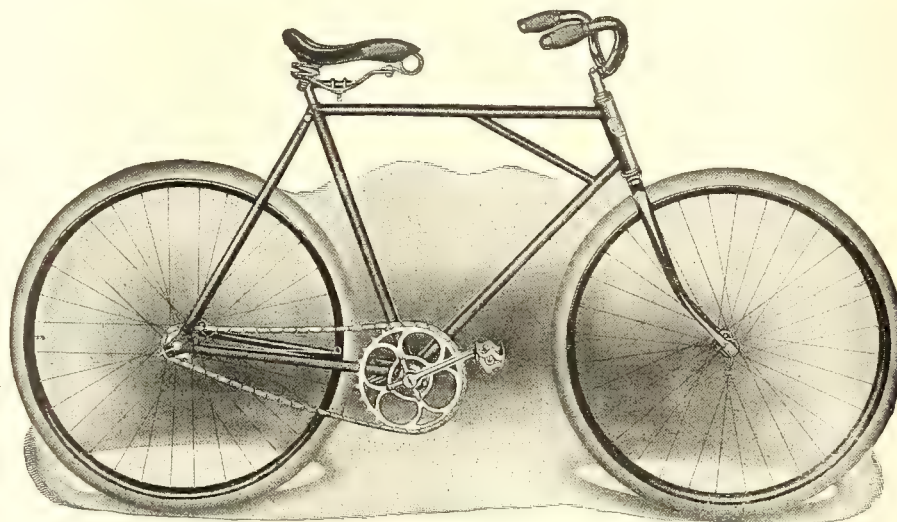


The 1909 Racyle

The interests of our agents are ours, and when they prosper, so do we. That's why we pull for our agents—that's why our agents succeed—that's why we have the finest agency system in the country.

Not only this year, but next year and all the time. We look out for our agents and give them goods that they can sell quickly and profitably and that stay sold.

Isn't it worth your while to investigate?



The 1909 Hudson

Our 1909 Racycles and Hudsons are better than they ever were. They are advertised more than ever before, and the demand has taxed the capacity of our enormous new factory. This means that our agents are doing the business. We sell no wheels direct—only through our regular agents. They get a direct benefit from all that we do to increase the business. Each agent gets a share of that \$25,000.00 that we are spending for them. How about your share? Don't stand still! You can forge ahead if you get started right.

Write to us and we will tell you how to start and how you can succeed.

The Miami Cycle and Manufacturing Company
Middletown, Ohio, U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, May 22, 1909.

No. 9

NO AUTOMOBILES FOR HENDEE

Enlargement of Factory Gives Color to Some Baseless Rumors—Motorcycles to Monopolize Added Space.

Reports, which have been printed even in the Springfield (Mass.) papers, that the Hendee Mfg. Co. is developing a six cylinder touring car and making ready to add automobiles to their production, have started tongues wagging but it may be stated on the authority of President Hendee himself that the reports have no foundation.

Although the big addition to the Hendee factory which is now in course of erection has appeared to lend color to the rumors, every foot of the increased space is needed and will be used wholly for the production of Indian motorcycles.

The automobile stories arise from the fact that a Springfield man in no way connected with the Indian establishment, has designed a six cylinder car, which has so strongly impressed ten residents of that city that each of them has subscribed a nominal sum to assist in its development. Messrs. Hendee and Hedstrom, of the Hendee Mfg. Co., are among the subscribers to the fund, but they are not otherwise interested in the car and even if it reaches a marketable state, the Hendee Mfg. Co. will have nothing to do with its manufacture. The demand for Indian motorcycles is such as to preclude the possibility of their doing so even did the desire exist.

England's Export Motorcycle Trade.

Exports of British motorcycles and parts in March last numbered 122 complete machines, valued at \$21,785, and parts valued at \$16,360, a total of \$38,145. For March, 1908, the figures were, respectively, \$12,315 and \$9,290, making a total of \$21,605. The increase, made in both branches of this import trade, was \$16,540. For the first quarter of the year the total, complete machines and parts, is \$92,980 as against \$66,145 for

the first quarter of 1908, an increase of \$26,835. March imports totaled \$29,825 as against \$28,060 for the same month in 1908, an increase of \$1,765. The imports for the first three months of 1909 were \$66,795 as against \$85,950 for the first quarter of 1908, a falling off of \$19,155, due to decreased importation of complete machines. Imports of foreign parts showed an increase for the period amounting to \$9,170.

Order for Bicycles Goes Begging.

It is not often that a proffered order for 70 high grade bicycles is permitted to go begging, but this proved the case with the order for that number of bicycles which are desired by the New York Police Department. Although the Department advertised for bids—as usual in publications where they rarely are looked for—and set Tuesday last, 18th inst., as the date for the opening of the tenders, when Tuesday rolled around there were no bids to be opened for the good all-sufficient reason that none had been received.

Seeking Control of Kokomo Rubber.

Grafton Johnson, of Greenwood, Ind., is negotiating for the purchase of the controlling interest in the Kokomo Rubber Co., Kokomo, Ind., and it is admitted that the negotiations probably will be consummated. If this proves the case, there will be no change, however, in the policy or management of the company, which will remain subject to the direction of D. C. Spraker, its present president, who built up the business to its present large proportions.

New Kansas City Concern "Opens up."

The Kansas City Bicycle Supply Co., which recently was organized in the Missouri city of that name, has located at 208 East Fifteenth street. The officers of the company are R. C. Gordon, president, and E. Graff, secretary-treasurer, but Ross O. Shipp, formerly with the J. F. Schmelzer Arms Co., of Kansas City, is the active manager of the business. In addition to supplies, the company also is handling Harley-Davidson motorcycles.

SOUTH AND WEST GOOD BUYERS

Falor Reports Great Number of Bicycles in Use—Tires Sales Already Exceed Those of Last Year.

S. A. Falor, the Goodyear tire man, was in New York this week on one of his periodical visits and was radiating cheerfulness, as usual.

"Don't let one induce you to believe that the bicycle business is going backward," he remarked. "I've covered a lot of southern and central western territory in the last few weeks and can tell you that the number of bicycles that are in use would make the men who live in the big cities open their eyes in wonderment if they could but see them. Already this year we have sold more tires than we sold during all of last year, which is a pretty good sign in itself."

The Goodyear Tire & Rubber Co., as everyone may not know, have been selling one of their leading tires, the Pathfinder, on the same plan that bicycles are sold, that is, on the agency plan—one agent in a town. The result, Falor states, has proven very satisfactory, the tire having "made good," a large and increasing corps of loyal workers in all parts of the country has been developed.

New Hampshire Firm Divides Interests.

W. F. & Charles E. Woods, Portsmouth, N. H., have dissolved partnership, the former retaining the bicycle business and the latter taking the automobile business which the firm conducted. W. F. Wood will continue at the present address, 18 Congress street.

Buchanan Buys Out His Partner.

L. M. Buchanan has succeeded to the business of Wiley & Buchanan, Minneapolis, Minn., A. G. Wiley having retired. The motorcycle establishment which they conducted at 520 Second avenue, South, will be continued at that address.

SPHERICAL COMBUSTION CHAMBERS

They are Favored by an Expert as an Aid to Cooling—Other Advantages Claimed for Such Construction.

Spherical combustion chambers as an aid to cooling, is the suggestion of a man who delved into the subject and who maintains that the smaller wall area exposed to the flame contributes to the cooling effect.

"To keep the temperature of the cylinder walls of a gasoline engine within working limits the design must be such as to lessen the heat allowed to enter the walls or increase that carried off, or both of these results must be accomplished," he says, in discussing the subject. "Getting less heat into the walls involves one of the fundamental principles of the economy of the gas engine, and is best accomplished by reducing the internal surface exposed to combustion to a minimum, which means, principally, designing the combustion chamber so it will be as nearly spherical as possible.

"If the internal surface is less, the less the incoming charge is heated and the less heat is lost to the cylinder walls; therefore the greater the power and efficiency the less heat it is necessary to carry off from the walls to keep them at a working temperature.

"Engines with hemispherical heads show a gain of 25 per cent. in power and efficiency over the type with a valve pocket on each side. This type of cylinder head also may be machined smooth on the inside to reduce its absorbent effect to a minimum.

This construction also means a shape of cylinder and valves in which expansion from heat is equalized in every direction, preventing heat warping of parts."

"This combination affords an almost perfect theoretical construction. Probably the first evident advantage is a possibility of an almost perfectly spherical explosion chamber, with no pockets or irregularities, and every inch of the surface of which is machined, affording absolute uniformity of volume, contributing to perfectly even explosive pressures throughout the various cylinders of the motor, and contributing perfect combustion, smallest possible heat losses and consequent high fuel efficiency.

"Furthermore the absence of sharp un-machined corners, projecting points in the casting, and any uncooled surfaces such as valve heads or plugs, makes high compressions possible without danger of pre-ignition, and also contributes to smooth running."

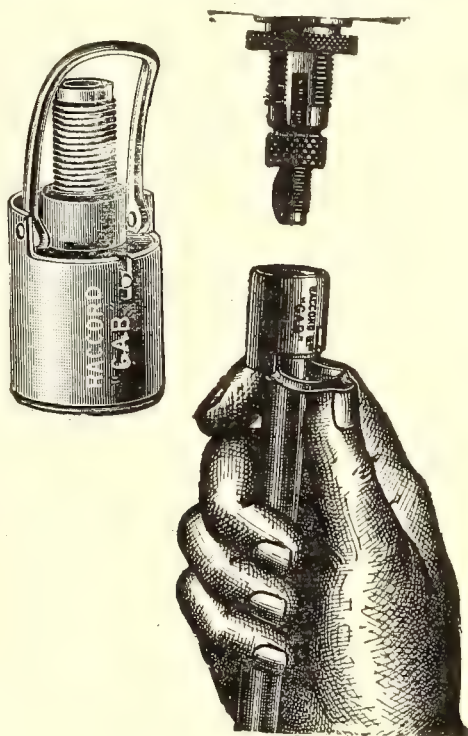
New Universal Pump Connection.

"Grab" is the not inapt title which has been adopted for the new universal pump connection which just has been placed on the market by the Motor Car Equipment

Co., New York, and which is shown by the accompanying illustration.

Instead of being screwed or pushed on as are the majority of connections now on the market, the Grab is slipped over the valve and is fastened in place by a clamp as shown in the illustration.

The advantages claimed for this connection are that it will fit any and every valve and makes a quick and secure connection, and with no chance of any accidental leakage, because when it is clamped on, it stays there until released. There is nothing to



get out of order on it, no threads to break, no rubbers to be lost or broken, no parts to be screwed or unscrewed—taken all in all, it is absolutely fool-proof. Made of steel with a highly nickel finish and retails at 25 cents each.

Proper Storage of Spare Shoes.

In speaking of the care of shoes, a prominent tire maker says that a casing which is not in use must be kept away carefully from light and heat. It is preferable to keep it in a place as cool as possible and obscure, if not totally dark. This place must be cool, without being damp, as dampness is bad for rubber casings, even for those which are being used, although they are far less sensitive to light and heat than tires which are kept in one place. Spare shoes never should be permitted to lie on the ground or on a cement floor, but should be protected by a layer of boards or straw and must be kept away carefully from any fat substance.

How Too Much Slack Hurts Chains.

One very good reason why chains should be kept reasonably tight is that on most machines the brake is controlled by the pedal chain; if the latter is allowed to become unduly slack, it may jump the sprockets, when passing over a rough spot, and render the brake useless, without the rider being aware of it until he has occasion to use it.

CAUSES OF NOISE FROM CHAINS

Wear on Teeth of Countershaft Sprockets the Chief Trouble—How It Affects Them and the Remedies.

The chief cause of the noise which sometimes comes from the chains of a chain driven machine is wear on the teeth of the countershaft sprockets. If the sprockets are small the wear takes place much more rapidly, as the number of teeth being less the pressure upon each is greater, and furthermore, in the case of those machines in which there is a greater difference in the speeds of the countershafts and rear wheels, each tooth comes into use oftener within a given period. Because of the latter fact it is generally considered better practice to increase the ratio of the driving gears for the countershaft and thus run it at a speed more nearly approaching that of the rear wheel than to get the necessary reduced speed at the road wheel by using comparatively small countershaft sprockets and large ones on the wheels. Large diameter sprockets run smoothly and quieter and wear less than small ones. Furthermore, with small sprockets the movement in and wear on chain pivots is greater. The face of the teeth on a small, noisy sprocket will be found more or less gouged out in concave form from the general wear and tear of the chain. When this gouging out becomes very marked every tooth becomes a form of hook, from which the chain links can only release themselves with great difficulty, instead of being able to roll off with perfect freedom. The actual result of this on the run of the chain is a violent tug at every enforced engagement of a link from the sprocket. That there will be undue noise and vibration from the transmission almost goes without saying. The best remedy is to put on a new pair of sprockets; the next best is to have the old ones taken off, and the ends of the hooked teeth ground off on an emery wheel. In this case it is better not to put on new chains, as the old ones will conform better to the altered pitch of the sprockets. If new sprockets be fitted, then it is a good plan to put on new chains, so that the two exactly fit each other.

Knocking from Sharp Spark Advance.

If the spark advance lever is moved ahead too sharply it will cause the engine to knock, and may result in a broken wrist-pin or crankpin, or a bent connecting rod. Knocking also causes rapid wear of the bearings, and will require that they be frequently renewed. On most machines the spark lever has a greater range than the engine will take and if the timer is fully advanced, knocking will occur. When it does happen, from whatever cause, the spark should be at once retarded until the pounding disappears.

DOUBTS THE MICHIGAN DECISION

Huddy Points Out Supreme Court Error in Classing Motorcycles with Automobiles—Analysis of the Law.

The Supreme Court of Michigan has recently held that a "motorcycle" is a motor vehicle within the meaning of the automobile law of that State, which defines the term "motor vehicle" as meaning "all vehicles propelled by power, other than muscular power, except traction engines and such motor vehicles as run only upon rails or tracks."

The importance of this decision cannot be overestimated, since, once the ruling is made, it is likely to be followed in other States as a precedent, provided, of course, the decision is reasonably and logically correct, says X. P. Huddy, LL.B., who is the author of "The Law on Automobiles," in *Horseless Age*. The law as announced by the Michigan Supreme Court makes it necessary for all motorcycle owners to register their machines under the automobile law. In other words, a motorcycle is an automobile, for all intents and purposes, within the meaning of the State motor vehicle acts, provided, of course, they are not expressly excluded from the regulations. This not only means that the motorcycle must be registered the same as an automobile, but its rider must comply with the identical speed regulations, must display automobile number tags, carry two white lights forward, and one red light in the rear. The Michigan law defines the term "motor vehicles" for the purpose of the whole act. It is now for us to consider, by examining all the terms and provisions of this law, whether it was the intention of the legislature to regulate by the law any other class of power vehicles except those commonly called automobiles.

The Supreme Court of Michigan in arriving at its decision referred to the following reasons: A motorcycle is clearly a vehicle, since it has been held that a bicycle is a vehicle. Now, inasmuch as the motorcycle is a vehicle possessing a motor, it must be a motor vehicle. Moreover, motorcycles are capable of great speed and should be governed by the automobile law.

With all due respect for that learned tribunal, I must beg to differ with the court's ruling and I believe the decision is incorrect. This can plainly be shown from a consideration of the other provisions of the Michigan motor vehicle law. It is a misfortune that we should have a ruling of this kind as a precedent, since it is likely to work mischief and undue hardship upon a class of highway users who are not logically within the purview of automobile regulations.

First, we must consider the whole enactment and examine the provisions wherein the term motor vehicle is used.

Second, let us see if in each and every case the term "motor vehicle" can largely be applied to the motorcycle.

The first part of the act defines the term "motor vehicles" for the purposes of the whole statute and all its provisions. We must examine the whole law to determine the meaning and intention. Referring to Section 8, we find it declares that "every person . . . desiring to operate a motor vehicle as a chauffeur" must become licensed, etc. The law previously defines the word "chauffeur" as meaning any person operating a motor vehicle as a paid employe or for hire. Who ever heard of a chauffeur of a motorcycle? Yet there must be such a person if the term motor vehicle includes a motorcycle.

Attention is also directed to Section 15 of the Michigan statute, which provides that it shall be the duty of the chauffeur and other male occupants of any motor vehicle to give personal aid upon the frightening of a horse. It is too obvious to state that there can be no other occupants of a motorcycle except the one person, the rider or driver; therefore the legislature, as appears from this very provision, did not intend to regulate motorcycles under this statute. Most certainly the term "motor vehicle" in this section does not include a motorcycle, but it must if we are to follow the Supreme Court's ruling. What does not apply in one place of the act does not apply in another. The definitions of terms must be consistent throughout. Either the court's ruling is wrong or else the legislature was mistaken and jumbled its words in the enactment. Section 17 also furnishes us evidence of the fact that the law-making body intended to legislate concerning the automobile only, because this section speaks of the person in charge of the motor vehicle and the other male occupants thereof. There can be no other male occupants of a motorcycle from the very nature, construction and capacity of the machine.

Surely, something is wrong with the Michigan law as interpreted. The construction placed on the law does not fit the other provisions of the statute. It cannot be said that the motorcycle is a motor vehicle for some purposes of the act and not for other purposes.

Danish Law to Prevent Cycle Theft.

With a view to the prevention of bicycle thefts in Denmark, a law shortly will come into force requiring the seller to furnish the buyer with a bill of sale, without which no pawnbroker may advance money upon a machine. Further, every machine is to possess an "ingenious device" preventing the sale of separate parts which might be stolen. The invention of the "ingenious device," the law leaves to the trade.

Worn gear wheels on the cam shafts and magneto drive are almost insatiable in the matter of lubrication and should be well looked after, as they are subject to considerable friction.

TWO MOTORCYCLISTS MEET DEATH

Merkel Salesman Killed in Indianapolis and Another Rider Impaled on Wagon Shaft—Three Sad Accidents.

W. B. Genella, Jr., a traveling salesman for the Merkel-Light Motor Co., was instantly killed in Indianapolis, Ind., Monday night last, 17th inst., by being run into by a street car in front of the Majestic Hotel. He was mounted on a motor bicycle which he had borrowed from Gus Habich, the Indianapolis dealer, and on which he had been riding up and down South Illinois street and circling about the street cars. It was while passing behind one of the cars that he was struck by one going in the opposite direction. His face was crushed, both of his legs were broken, one arm severed, and his body terribly bruised. Death was instantaneous. With the permission of the coroner, Genella's body was the next day removed to the rooms of the Indianapolis Motorcycle Club, where it lay in state until the arrival of Edward Bufum, sales manager of the Merkel-Light company, and until word was received from the victim's relatives in New Orleans. Genella had joined the club on his arrival in the city several days before. He had intended to leave for the Merkel factory at Pottstown, Pa., on the night of the accident.

Genella, who was 24 years of age, had been traveling in the South and West for the Merkel-Light company for several months and had made a distinct success of his new calling. Previously he was located in Washington, D. C., where he had won such fame as a racing man as to attract the notice of the Merkel people.

The week was marked by one other violent death of a motorcyclist. On Monday afternoon last, John K. McLaughlin, 27 years old, a clerk in the Newburg (N. Y.) postoffice, met death in a shocking manner. While going at terrific speed, he ran into the shaft of a farm wagon going in the opposite direction. The impact was so great that the shaft completely penetrated the victim's breast and he was literally impaled thereon. He died instantly. On the night of the 13th, near Rochester, N. Y., George J. Wagner, 24 years of age, was fearfully hurt in almost similar fashion. With several companions he was scorching toward home, when he ran into a farmer's cart going in the opposite direction. He struck with such force that the horse was killed. The shaft of the vehicle pierced his neck and a hole was torn in his stomach when he catapulted into a fence. His escape from instant death was miraculous.

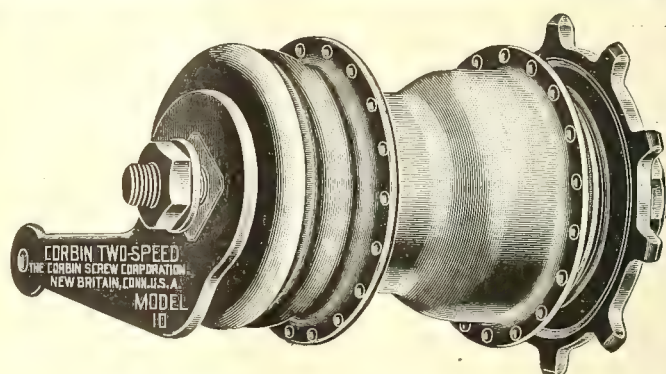
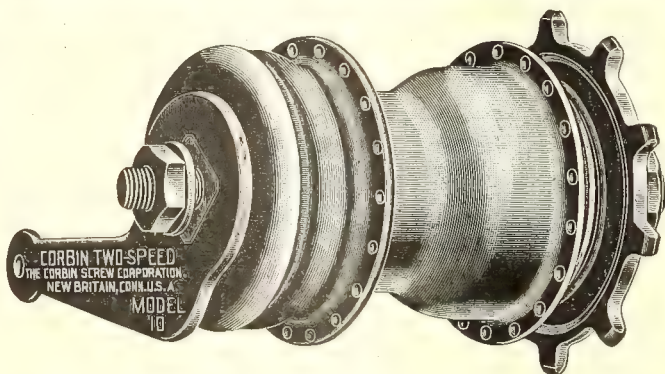
In Wichita, Kan., on May 12, a motorcyclist ran into and fractured the skull of a six-year-old girl, and in Philadelphia a ten-year-old boy suffered concussion of the brain when run into by Joseph Sieberling, 23 years old.

There is no reason why any cyclist should be

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"Reorganization of the F. A. M."

"The F. A. M. Needs Reorganization," is the title and subject of an extended and well-intentioned article which appears in the last issue of *Motorcycle Illustrated*. The reasons advanced for this suggested reorganization appears to be as follows:

That there is only about \$400 in the national treasury, while the Eastern District has some \$500 in bank.

That, despite the \$400 laying idle, "there is not a dollar to be spared for printing, postage or intelligent labor" and "for lack of money nothing can be done to vitalize the organization" or increase its membership "to keep pace with the growth of motorcycling."

That the membership roll is an "impenetrable mystery," not even the president of the federation having seen it.

That "the work of the secretary is poorly done," and to avoid "delinquencies" a paid secretary is required.

That the treasurer and the secretary are not bonded and checks are not countersigned.

That "the government and direction of the organization is altogether too much in the hands of Eastern people."

That some alleged sportsmen, called "private owners," fear to compete with men in the trade and some fake amateurs object to being called professionals, and therefore should be called something else.

That the chairman of the competition committee is not a paid official and has neither the money nor "a force of Pinkerton men behind him to carry out the rules"; also that he "cannot act on suspicion."

The facts regarding the condition of the treasury and the president's lack of information concerning the membership roll, and other circumstances, make clear that the *Motorcycle Illustrated* drew at least some of its inspiration from the presidential source. The reflection on the secretary's conduct of his office also makes it fair to state what undoubtedly will be news to motorcyclists generally, but what has been no secret to those "in the know," i. e., that one of the troubles with the present administration of the F. A. M. is the friction and lack of cordiality and harmony between the president and secretary. If they have not been exactly at odds, there has been no love or admiration lost on either side. But if after four years of faithful service, during which he brought order out of chaos, and systemized his work and records in a fashion that not even a paid official is likely to improve upon, the secretary's work has become so poor as to cause remark, it will astound those who know him best, and lacking proof, they will refuse to believe it. The secretary's side of the case is printed in another column.

If it is true that there is "not a dollar" to be spared for any purpose, the man given to reasoning will wonder whether the \$400 in the treasury is counterfeit money or if not, what earthly reason exists for keeping it there when there is need of putting it to work.

Whether the membership of the F. A. M. has kept pace with the growth of motorcycling question is an open question. For the F. A. M. has attained good numbers and from the best accounts the increase in membership during the past year has shown the effects of the increased sales and interest that has been observable.

If there has been any bar to a very marked upward movement, it may be stated without giving offense, that that bar consists of the person or occupation of the president. He is in the trade, and rightly or wrongly—wrongly we incline to think—a substantial majority of the trade has fancied that he is using his office for personal aggrandizement or the advancement or advertising of personal interests, and if they have made

no effort to retard the growth of the organization, they have made none to advance it. The fact is well known. Many of the men in the trade have made no secret of their opinions, which, if anything, were strengthened by the utterances derogatory to the American product to which the F. A. M. president gave voice while in London last year. The situation is not strange. It probably would arise no matter what might be the name or character of the tradesman who occupied the office. It simply serves to accentuate the truth that however well meaning he may be, it is a mistake to elect any man in the trade to the presidency of such an organization.

If the present incumbent has erred more grievously in one respect than in others, it is in his apparent conception that the F. A. M. is chiefly a racing machine, so to speak, and in devoting himself to that department practically to the exclusion of everything else. And as the *Motorcycle Illustrated* rightly intimates, the "racing machine" never gave out such a bad odor as it does today and largely because the engineers have not even attempted to make the most of the rules as they are laid down.

If the *Motorcycle Illustrated* had read the constitution and by-laws of the F. A. M., it would have discovered that the treasurer is required to give bond for \$1,000. If he has not done so, the fault rests with the president in not enforcing that provision. Why a similar requirement was not applied to the secretary it is difficult to understand. It certainly should be done; and possibly the countersigning of checks also will be a wise safeguard.

If "the government and direction of the F. A. M. are too much in the hands of Eastern people," it certainly is not because they wished to retain it. Last year almost anyone could have had either the presidency or the secretaryship for the nomination, but although fairly well represented, none from the West raised a voice, although it was plain that the chief office at least was going begging. As a matter of fact, if the *Motorcycle Illustrated* will but study the F. A. M. constitution it will find that by the District plan of government none of the four parts of the country can complain that the means of self-government are not at its command. The trouble always has been that until this year none of the districts have endeavored to make use of these means. Vice-presidents have been elected to govern and direct each District, but, ex-

cepting the present administration of the Eastern District, and, in a lesser degree, the Pacific District, none ever has organized his District, despite repeated urgings, although on occasion, a few of the vice-presidents personally performed some useful work. The failure of the District plan of government long has been apparent. It was to have been wiped out last year, but due to the earnest plea of the Western representative on the revision committee, it was "tuned up" and retained; but so far as the West is concerned, the results have not been more fruitful than before.

When the F. A. M. plan of government is changed, as ultimately must be done, the logical plan is that which was discussed by the officials of previous administrations, and which was recommended by the former president, and which probably now would be in effect if the West's plea for a further trial of the District system had not been heeded. This plan essentially is the same on which the L. A. W. was builded, and is patterned on the Federal system of government. It comprises "home rule" by States, and a national congress made up of representatives elected by each respective State. The F. A. M. has attained such proportions that the mass meeting form of annual meeting and election no longer can achieve the best results. It has served its purposes and outgrown real usefulness, exactly as was apparent must prove the case. Of course, under any system of government, a paid secretary is desirable. The suggestion is an old one, but when the means are lacking, suggestion is of small effect. It may be true that "the revenues are unwisely divided," as the Motorcycle Illustrated maintains, but proof thereof is necessary. The several Districts receive one-third of their membership fees and that some of them have fat balances is chiefly due to the fact that the funds have been permitted to accumulate for several years because of the lack of initiative and action on the part of their successive vice-presidents. But even with a central congress and home rule by States, the latter will be entitled to and must receive a pro rata of the income if results are expected of the State officials.

So far as the competition department of the F. A. M. is concerned and to which the Motorcycle Illustrated devotes most of its discussion, an amendment of the by-laws will be necessary before changes are pos-

sible. Among other things, to avoid topsyturveyism and to safeguard the rules from the wild-eyed ideas which so frequently grow out of mass-meetings, the competition committee was made practically a law unto itself and though it is true that a revision committee has been appointed—some eight or nine months after its authorization—that committee is without power to do more than offer recommendations, although there are those who hold a contrary view. With the institution of a central congress the necessity for such safeguards will disappear.

It is a fair guess that the Motorcycle Illustrated drew from the president of the F. A. M. much of its inspiration regarding the "Private Owner and Trade Rider Classes" which it exploits. He is known to be almost violently in favor of that foreign classification and opposed to the labeling of professionals by their proper designation, and he is far from being alone in his opinions. Whether the "men who have carefully considered the subject" and who believe that the private owner and the trade rider classes "will solve the problem," are the president, the Pennsylvania manufacturer and the two other members of the revision committee—not to mention the uninvited member who stumbled in on the conference—who a couple of weeks since "considered the subject" at a meeting in the president's office, is a matter for interesting conjecture. At any rate the amateur question is a very ancient one and has been threshed so hard and so often that the wonder is that anything new can be said of it. But though a newcomer to motorcycling, as he states, the friendly critic of the Motorcycle Illustrated, scarcely can have forgotten his long cycling experience. He surely can recall that every effort to create a hybrid or mongrel class of amateurs failed dismally. He knows that the "promateur" and the "Class B" classes that were evolved in the effort to purify amateurism and to disguise the so-called stigma of professionalism collapsed utterly and abjectly.

As it is a popular proverb and a popular belief that experience is the best teacher, and that the wise man profits by its teachings, is there any reason why organizations should not similarly profit? We confess that we can see none; and as the L. A. W. trod all the ground that prophets and other persons now are urging the F. A. M. to tread, and was forced to beat a disgraceful retreat, the first dictates of wisdom

suggest the folly of following the same route. Amateurism is the foundation of sport and striking at the foundation frequently weakens when it does not undermine the whole structure.

All of those who ever have endeavored to destroy the amateur rule have been, as at present, actuated by one underlying motive—the desire to enjoy or to have some one enjoy the fruits of professionalism without wearing the label. One of this gentry recently lightly tossed the subject on this question: "What difference does it make if one competes for a medal or the price of it?" Assured that it made the difference between amateurism and professionalism and that men holding his views should have no objections to be classed as a professional, he became as dumb as an oyster. This man is a rabid "trade rider" advocate; and for the perfectly obvious reason. The Motorcycle Illustrated itself remarks that "in every sport the amateur has come to mean the slow man, the man of poor ability," which may be true. But it is to be observed that the designation "amateur," is the most highly prized jewel in the realm of sport. It is the stamp of the real sportsman and to retain even the appearance of it men have sold their souls and made liars and crooks of themselves. It is the stamp which makes them of value to the purchasers of their souls.

Let us suppose that the "trade rider" and "private owner" definitions were adopted: Does not the former term stink even worse than "professional?" What man who has any real regard for himself and for ethics, wishes to carry a trade label into his sports and pastimes? Why should the man in the trade who possesses such regard and who is a real amateur and a genuine sportsman be compelled to carry such a label which stamps him as unfit to compete with his club mates or with other real sportsmen? The people who prattle about the "trade riders' class" have in mind only a comparatively few men who are more or less attached to motorcycle factories. They overlook the fact that such a class practically would ostracise hundreds of dealers and their occasional assistants in hundreds of little towns. They overlook the fact, which the Bicycling World repeatedly has remarked, that there is not and never was anything in the F. A. M. rules that prevents any promoter from cataloging events for "private owners," "trade riders," firemen, letter carriers, butchers, bakers, bankers or

brokers. But the rules do not force any man to bear a trade label if he does not wish to wear it; in other words, they do not make his occupation the measure of his sportsmanship.

Let us suppose also that the "private owners' class" was in vogue: Does any reasonable being believe that the value of the "private owner" will not bear to "trade rider" the same relation that "amateur" bears to "professional?" And this being so, does anyone believe that "the lowest and most reprehensible type of sportsman" as the Motorcycle Illustrated properly styles the fake amateur, will have any more scruples about selling his soul and debasing his manhood than he has at this time? Indeed, wearing the label "private owner," it is conceivable that his market value will be, if anything, increased and that the purchasers of such souls must pay a higher price for them. There are good reasons for believing that not all of those who in certain events were accepted as "private owners," were such in truth, despite their certification. And if ever we have a "private owners' class," surely it must be divided into "rich riders" and "poor riders" sections! For otherwise will not the rich man be able to pay for all those advantages which, according to more or less popular supposition, are available only for "trade riders," and which are the chief straws of which the "trade rider" is built?

Not only are the designations "private owner" and "trade rider" foreign to all proper conceptions and without justification in sporting practice, but as a means of ridding amateurism of the evils and abuses which infest it, the "private owner class" is a false alarm of the worst type. It is susceptible to all and more of the evils and abuses which so long and so often have served to cause bad odors to arise in the amateur ranks. The change of name will not better the situation in any way; rather will it tend to complicate matters and to embarrass or affect the eyesight and insight of the over-cautious or complaisant governing authorities who under present conditions cannot recognize or who do not wish to recognize a fake amateur when he displays his real colors where all may see them. If they cannot or will not discover such imposters at this time, how in the name of common sense can they be expected to do so when the frauds disguise themselves in "private owner's" livery?

Far from solving any problem, the "private owners' class" will merely increase the existing 57 varieties of fraud and add to the difficulties of keeping the house clean.

Many of the evils and abuses that exist in the amateur ranks, not merely of motorcycling, but of cycling and other sports, are directly due to the loose and, what for want of a better term, courteously may be styled the supersensitive application of the rules. It is not true to say, as the Motorcycle Illustrated says, that a competition or other ruling committee cannot act on suspicion or that they require a force of Pinkertons to run down the evil doers. The laws applying to court procedure do not apply to the government of sport, and legal evidence is not required to convict a crooked sportsman. The courts repeatedly have upheld the right of sports-governing bodies to govern their sports in their own way, and it is just as much the duty and within the province of such a body to "arrest" a suspect as it is the duty and within the power of any policeman or court officer to "take in" a street vagabond as a suspicious character. And the rules of sport can require the suspect to prove his innocence, failing which, suspension, transferral, or a courteous "invitation" to compete with professionals are the effective and ever-ready means of punishment that always are within grasp. It is a poor rule that will not work both ways and evidence of the fact should be given to all those whose chief aim in life is to "beat the rules."

The professional amateur whose "business" always "happens" to "call" him wherever a competitive event occurs, and who pleads this "business" as a defense, is not so hard to reach as the Motorcycle Illustrated fancies is the case. An addition to the rules prohibiting any amateur to compete without permission outside a radius of 50 or 100 miles of his home town very quickly will squelch that type of "amateurism." In its day the L. A. W. found need for such a rule and it is within the power of the F. A. M. competition committee to adopt and enforce one whenever it is pleased to do so. But unless such a provision were applied with more discretion and more determination than has been the case with the existing rule permitting payment of expenses, it will fail of its purpose. The "expense rule" of itself automatically can be made to unmask some of the professional amateurs whenever an F. A. M. chairman so wills.

The "private owner"- "trade rider" definitions, however, do not ring true and are impossible. They will not in any way clarify the atmosphere or improve the health of the sport. They are subterfuges and evasions which it is doubtful those allies of the F. A. M., the A. A. U., and the N. C. A., will recognize or accept, for the former already is on record as refusing to accept "automobile amateurs"—who are akin to the "private owner" gentry—and the N. C. A. once before declined to recognize the motorcycle whitewash which had been applied to certain professional cyclists. The "private owner"- "trade rider" scheme is merely an English notion with which the president of the F. A. M. and some others in the trade have become imbued or infatuated. Although its falsity and its weaknesses are plain to any man—any disinterested man who gives it serious consideration—instead of striking at the foreign house of cards, they would tear down the F. A. M. structure and blast its foundation, which is the foundation on which all enduring sport has been upreared. Among other things, they attempt to maintain that the amateur rule is a bar to international competition, which, were it true, would affect but few men. But it is not true. For Derosier, Derkum, Lingenfelder, Lawson and any other of our known and well known professionals, who are competent to uphold American prestige anywhere, are not only free to compete in England, but if they own the machines they may ride and their expenses are not paid by a manufacturer, they are free to ride as "private owners." Further, any Englishman is free to come here and, though we wave him from amateur events, he may compete to his heart's content with our professionals and openly accept cash, and then go home with his status as a "private owner" unimpaired; and yet they tell us that their "private owners" are the same as our amateurs! The F. A. M. does not recognize that style of "amateurism,"—God save the mark!—whatever it may be called, and we fervently hope it never will recognize it.

The Bicycling World and Motorcycle Review stands unalterably for straightout amateurism, and straightout professionalism. It stands for calling men and things by their right names. It is against all sham, subterfuge and evasion, and it will fight it out on these lines this summer and every other summer, and this winter and every other winter.

F. A. M. OFFICIALS AT LOGGERHEADS

Strained Relations Between President and Secretary Lead to Open Rupture—
Causes of Their Differences.

That E. L. Ovington, president of the Federation of American Motorcyclists, and H. J. Wehman, secretary of the organization, have not been working in harmony and that the relations between the two men have been strained for several months, has not been wholly a state secret. But probably the fact would not have become generally known had not a motorcycle publication taken up the cudgels for Ovington, and disclosing plainly the source of its inspiration, charged that the secretary's office was "poorly conducted," and was otherwise delinquent, having among other things made a "mystery" of the membership roll, which it is stated not even the president of the organization has seen.

"One of the chief delusions from which Ovington appears to suffer," said Mr. Wehman on Thursday, when his side of the controversy was sought, "is that the secretary is a sort of office boy or hired man, who must do his bidding, or jump when he snaps his fingers. But I never was an office boy, and the F. A. M. constitution does not make me anyone's hired man. I guess the first cause of trouble between us was when he sent me this." As he spoke Wehman tossed over a card having a movable clip and giving rather blunt directions how to keep his membership records. "I did not see any reason for undoing the work of four years by adopting the system which he has invented and which he employs in his business, and I suppose the fact rubbed him the wrong way. At any rate, there never was a time during the past five years when anyone who wanted to learn anything about any member could not do so in a jiffy. My records of members are kept numerically, alphabetically, by districts and by States, and I'll match them against Ovington's system at any time. He cannot know very much about how my records are kept or how my office is conducted as he never has taken the trouble to look at them. He never was in my place but once since his election, and then only while en route home from an all night bowling game, and not for business purposes. He has written me a number of curt letters and telephoned me that he intended to call, but he never arrived. He 'phoned me no later than Saturday last—the day his inspired criticism appeared in print—but he has not turned up yet. Why, when Ovington himself has sent in applications, he has accompanied them with his personal I O U's instead of with the applicants' money.

"There is no mystery about the membership roll or anything else connected with my office, and had Mr. Ovington or anyone else entitled to it been very anxious to ob-

tain information he could have obtained it very quickly in the course of a single visit. It certainly is not my duty to bring my office to such people, although Ovington seems possessed of that idea. For some reason or other he always was very anxious to have a copy of the membership roll and although it was no small job I had a copy made and sent it to him in March last. I don't know what use he made of it after he got it, but about that time I received one of his curt letters (which Wehman produced) stating that he had entered into an agreement to supply the names and addresses of all new members to a Chicago publication that was to be sent free to all such members and which died a few weeks later. I frankly admit that I did not supply the names. Among other things, the agreement was in violation of the United States postal regulations and I knew that it could not be carried out; I saw through the scheme the minute I read it.

"Of course, I know what they are driving at when they talk about 'mysteries,' and 'delinquencies' and 'bonding the secretary'; I've heard the nasty rumors affecting me that have been set afloat. I don't mean to say that I'm perfect or above criticism, and I admit I've been delinquent to the extent that I have not made my remittances to the treasurer regularly and promptly; but if instead of circulating deep, dark hints regarding this money, Ovington had taken the time to call and see for himself, he would have found the money safe and in hand. There's several hundred dollars of it in my safe right now. The membership has increased rapidly this year and I've had less time than ever to devote to the work. But my first concern has been to promptly supply new members with their cards and badges and then as opportunity offered I posted my books and card index and made remittances to the treasurer. The constitution does not require me to give a bond, but I mean to give it on my own account and then perhaps some suspicious people will be able to sleep easier. I handled and accounted for a lot of F. A. M. money during nearly five years, and it's pretty tough at this late day to be made the target for such miserable suspicion and insinuation which so easily and so quickly could have been disproved. For four years it was a pleasure to work for the F. A. M., but the last year has so disgusted me that I'd quit right now if it were not for the satisfaction it would afford a few men. I worked for four years with the former president and there never was a minute when we did not pull together, so I guess I'm not such a hard fellow to get along with.

"If I were so minded," went on Wehman with a trace of bitterness, "I might find a lot of things that Ovington did not do either promptly, regularly or at all, and when he criticizes my records or my system I could come back and remark what every man who had anything to do with the New York F. A. M. Meet Club knows—that for

lack of records and system his office in that club would be entitled to several diamond medals. I suppose that when the term is expiring of a president who has done little else than speak letters into a phonograph and officiate at race meets, and he begins to look around to discover what tangible results he has achieved, or what he has done for the members and can find nothing of the sort—I suppose it then is a great stunt to look around for a 'goat.' But I'm afraid I'll prove a pretty poor scapegoat. It's nonsense to say that nothing could be done because of lack of money; for there never was a time when there has not been several hundred dollars lying idle in the treasury. It certainly would not have cost anything, for instance, to straighten out the Western District, which is wholly disorganized and has neither head nor tail, since the president would not recognize the vice-president the Chicago men picked out and he appointed no one else. Not to throw bouquets at myself, but unaided I got out the F. A. M. Logbook and made it pay for itself, and it is the only thing that I know of that has been done; and busy as I have been, I also have been issuing and recording the official repairshop certificates, which is no part of my duty. There is a standing committee supposed to have charge of that work, but it was never appointed by the president, and the work has practically come to a standstill. Oh! yes. There is one thing the president has done," said Wehman with a smile, as he fished out another letter. "Here it is."

The letter, bearing an April date, recited that Mr. Ovington did not like either the size or character of the cut of the F. A. M. emblem which had been used and he therefore had had made a larger and better cut, and also altered the design of the emblem itself; a proof of it was enclosed. The high priced artist who had done work for several magazines and the Ovington Motor Co. had "improved" on the official design and made but a modest charge, and it was the president's desire that the executive committee vote in favor of the altered emblem, which has larger and painfully upraised wings instead of the outspread wings as at present. The change makes it appear almost a different design. As the letter was handed back to Wehman he was asked:

"Where does the executive committee obtain its authority for altering the official design of the official emblem?"

"You can search me," he responded. "I don't believe it has any such authority. I haven't voted at all."

During the course of the interview, Wehman more than intimated that when he rendered his annual report at the forthcoming meet in Indianapolis it would be characterized by some pretty plain speaking.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

MOTORCYCLE COPS IN SPEED TESTS

Sergeant Mallam Captures the "Championship"—Sergeant Howe Presses Him for Honors—16 Good Contests.

Sergeants Benjamin Mallam, of the Central Office, and Anthony Howe, of the Seventh District, shared honors at the annual motorcycle race meet of the motorcycle squad of the New York police department at Morris Park, Saturday last, 15th inst. Mallam gathered in four firsts and two seconds while Howe, who comes from the Bronx, scored an equal number of firsts, one second and a third.

The meet was a go-as-you-please affair

Rickert again being the runnerup to Mallam, with Casey in third place.

The "Microbe race" which was a two miles affair for members of the Health Department, mounted upon single cylinder machines, went to Patrolman Hearn, who finished almost a half mile ahead of Patrolman Bevins.

A five miles race for singles, in which the police squad competed against the Health Department squad, was won by the former without hurrying, in 8:20 $\frac{1}{2}$. Patrolman Hearn, the fastest man in the "microbe" class finished in 9 minutes.

One bicycle race was an interesting diversion, although the riders did not break any speed law. Patrolman Mosier, of the Fortieth Precinct, defeated Patrolman Winter of the same precinct, for first hon-

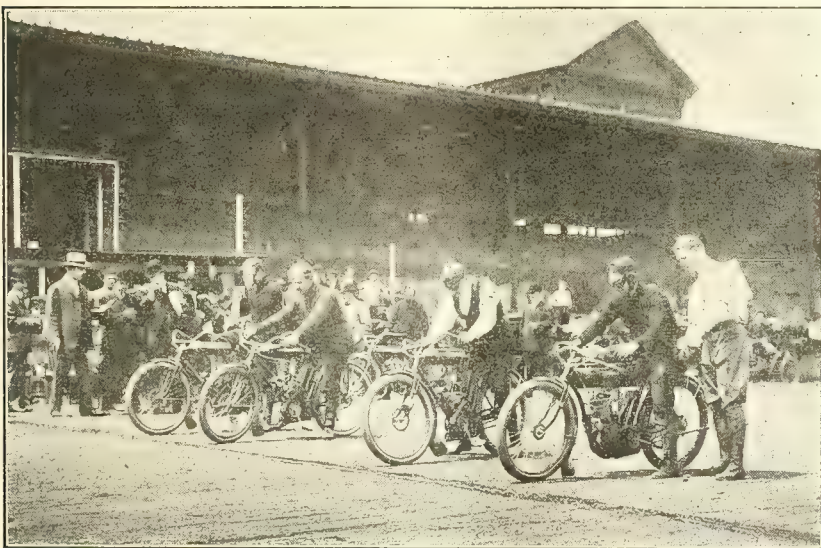
Winter, Fortieth Precinct, second. Time, 3:19.

Two miles handicap, single cylinder—Won by Sergt. Ben Mallam, Central Office (scratch); Patrolman J. Howe, Central Office (10 seconds), second; Patrolman Rickert, Central Office, third. Time, 2:56.

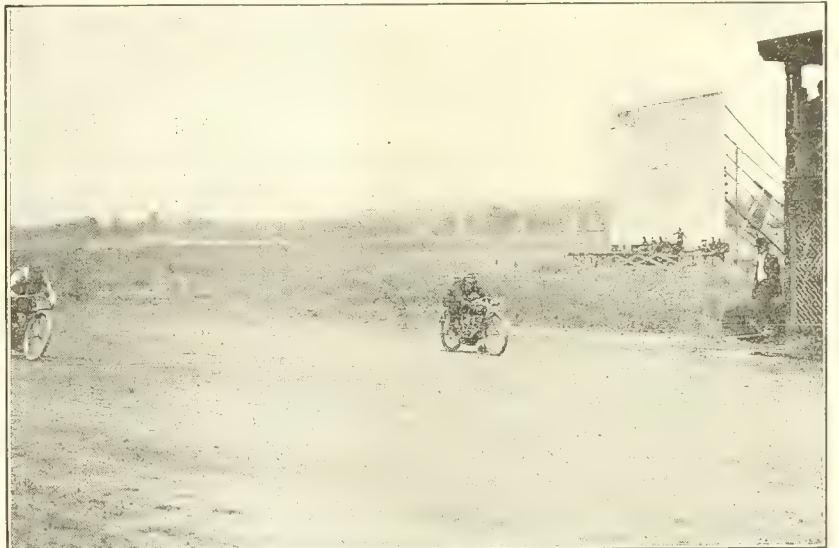
One mile, single cylinders—Won by Patrolman J. Howe, Central Office; Patrolman E. Van Cleaf, Brooklyn, second; Patrolman E. Paterson, Central Office, third. Time, 1:38.

One mile special handicap—Won by Sergt. E. Casey, Central Office (10 seconds); Sergt. Ben Mallam, Central Office (scratch), second; Patrolman Rickert, Central Office (10 seconds), third. Time, 1:40.

Five miles handicap, open to all—Won by Patrolman Rickert, Central Office (25



COPS LINED UP UNDER EYE OF THE COMMISSIONER



ONE OF THE CLOSE FINISHES, HOWE WINNING

from start to finish, as no one seemed to be in charge, there was no one to announce events and spectators had no way of knowing the names of the contestants or the winners. The track was not in the best condition and therefore the times were slower than otherwise might have been the case. The prizes consisted principally of medals and cups and were donated by Police Commissioner Bingham, Civil Service Commissioner Frank A. Polk, George C. Boldt, August Belmont, John Jacob Astor, E. H. Gary and Mrs. J. N. Cuneo.

The principal event of the afternoon was the five miles "championship" of the department, but because Mallam rode so fast in the other events he graciously allotted handicaps to the other contestants. This event provided an amusing incident. After leading at the end of the first mile Sergeant Eugene Casey slowed, apparently thinking the race only one mile. After being passed by several others he got in the running again and managed to finish third. Mallam rode a fast race and although some of the handicaps were big he managed to overhaul his opponents one by one, and beat Sergeant Howe by a narrow margin.

The closest race of the afternoon was the two miles scratch, in which Mallam defeated Patrolman Rickert by inches, Sergeant Howe being a close runnerup for third place. The mile scratch also was a close event,

the time being 3 minutes 19 seconds for the mile. The summaries:

Two miles handicap, single cylinders—Won by Sergt. A. Howe, Seventh District (scratch); Patrolman R. Remington, Seventh District (10 seconds), second; C. Silverhauer, Seventh District (10 seconds), third. Time, 2:45.

One mile scratch, single cylinders—Won by Patrolman Remington, Seventh District; Patrolman Silverhauer, Seventh District, second; Patrolman Haggerty, Seventh District, third. Time, 1:37.

Two miles special handicap, single cylinders—Closed to Bronx districts—Won by Sergt. A. Howe, Seventh District (scratch); Patrolman Remington, Seventh District (10 seconds), second; Patrolman Haggerty, Seventh District (10 seconds), third. Time, 3:02 $\frac{1}{2}$.

One mile race for twin cylinder motors—Won by Sergt. A. Howe, Seventh District; Sergt. Johnston, Brooklyn headquarters, second; Sergt. Nerney, Seventh District, third. Time, 1:28.

Five miles handicap, "championship"—Won by Sergt. Ben Mallam, Central Office; Sergt. A. Howe, Seventh District, second; Sergt. Eugene Casey, Central Office, third; Patrolman F. Rickert, Central Office, fourth. Time, 5:43.

One mile bicycle—Won by Patrolman W. Mosler, Fortieth Precinct; Patrolman T.

seconds); Sergt. Mallam, Central Office, second; Sergt. Casey, Central Office (25 seconds), third. Time, 6:35.

Two miles, closed to health department squad—Won by Patrolman Hearn; Patrolman Bevins, second. Time, 3:25.

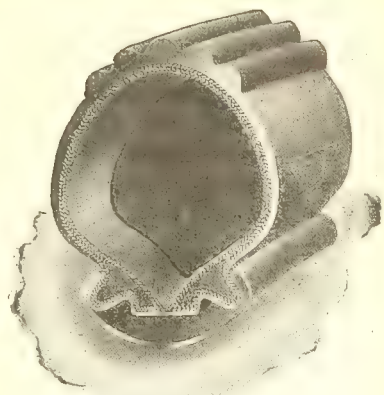
Two miles double cylinder handicap—Won by Sergt. A. Howe, Seventh District (4 seconds); Sergt. Johnston, Brooklyn headquarters (4 seconds), second; Patrolman Rickert, Central Office (4 seconds), third; Sergt. Casey, Central Office (scratch), fourth. Time, 2:42.

Five miles handicap, single cylinders—Won by Patrolman J. Howe, Central Office (scratch); Patrolman Haggerty, Seventh District (scratch), second; Patrolman Hearn, Health Department squad (50 seconds), third. Time, 8:20 $\frac{1}{2}$.

Unlimited pursuit, single cylinders—Won by Patrolman Van Cleaf, Brooklyn headquarters, and Patrolman Silverhauer, Seventh District; Patrolman J. Howe, Central Office, and Patrolman C. Faber, Bronx, second. Distance, 5 miles.

One mile scratch, twin cylinder—Won by Sergt. Mallam, Central Office; Patrolman Rickert, Central Office, second; Sergt. E. Casey, Central Office, third. Time, 1:28 $\frac{1}{2}$.

Two miles scratch, open to all—Won by Sergt. Mallam, Central Office; Patrolman Rickert, Central Office, second; Sergt. A. Howe, Seventh District, third. Time, 2:43.



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ON THE ROAD

In New York Motorcycle Club's Double Century Run

Of the 87 riders who started in the two hundred mile run 52 rode Indianapolis G & J Tires, 37 of whom finished. **Only 11** finished out of the 35 riders who used other tires.

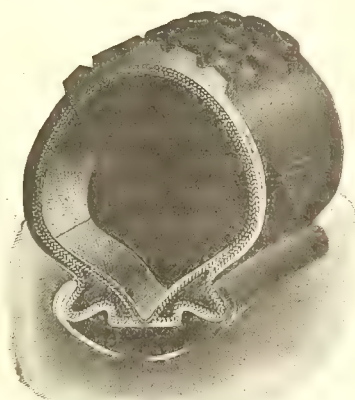
63 Riders started in the 100 mile run—47 of them rode Indianapolis G & J Tires and 39 of these riders finished. **Only 7** riders finished out of the 16 who used other tires.

FIGURE THE PERCENTAGE.

Out of 99 riders who used Indianapolis G & J Tires 76 finished or 77%.

Out of the 51 riders who used other makes of Tires 18 finished or 34%.

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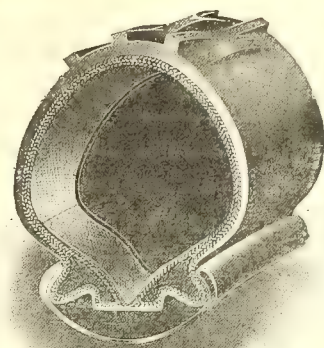
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More World's Records by Derosier

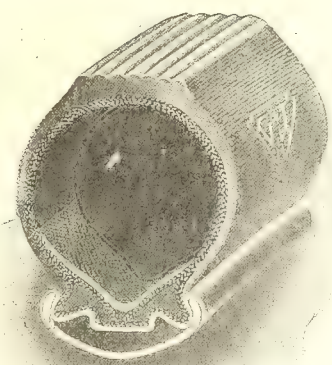
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20	"	.	.	17	"	$2\frac{1}{2}$
25	"	.	.	21	"	$38\frac{3}{5}$

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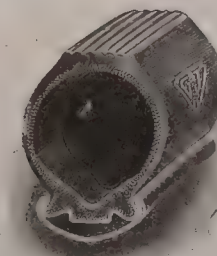
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25	"	.	.	21	"	38$\frac{3}{5}$

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Raised Tread

NEARLY 200 IN CENTURY RIDE

Annual Spring Run of the C. R. C. of A. Brings Out an Old-Time Array—Only 20 Fall by the Wayside.

Long Island on Sunday last, 16th inst., certainly presented an appearance suggestive of what some people refer to as the "good old days." The occasion was the 13th annual spring century run, arranged by the New York State Division, Century Road Club of America, and the affair was notable because of the great array of riders that bore living testimony that 100 miles rides are still popular. Of the 195 starters

Fred E. Mommer was the chief pacemaker, and his aides were Charles Hausenbauer, Walter Cummings, John DeBruyn and Sylvain Segal.

The fast division overhauled the second division at Freeport and met the first division at Hicksville, the dinner stop. Two hours were spent here, dinner being served in the hall of the Hicksville A. C. On the return trip the fast division passed the first division at Freeport and finished at Prospect Park Plaza at 5.30 p. m. The first division got in at 6 o'clock and the second slow division a half hour later, all three divisions finishing 15 minutes ahead of schedule.

The pacemaking was all that could be desired and the fact that it was even all is

TRANSCONTINENTAL RIDERS QUIT

Higgins and Wylie Make Early Failure in Ambitious Attempt—Wylie Fractures His Arm Near Utica.

The transcontinental record-breaking aspirations of Ernest O. Higgins and Walter Wylie, two young men who, attired in khaki uniforms, left New York City Saturday afternoon last, 15th inst., ostensibly to break the bicycle record between New York City and San Francisco, were rudely shattered on Thursday afternoon, when Wylie fell and fractured his arm near Utica, thus saving the ocean to ocean mark from

BEGINNING AND END OF THE SCORCH



ANTICIPATION: JOY OF THE START

One of the questions upon which the rural debating society airs its eloquence is whether anticipation or realization affords the greater pleasure. The accompanying pictures, portraying the start and finish of a "scorch," as acted by a group of Lans-



REALIZATION: WOE OF THE FINISH

ing (Ill.) motorcyclists, present a living argument in favor of the pleasure of anticipation, such as no oratory could surpass. It illuminates the countenances of the quintet of riders, ready for the exhilarating pastime of burning up the highway and an-

nilating time. The sunshine of anticipation is unclouded by foreboding of the possible sort of realization the finish is to afford, although it sometimes finds, as in the picture, riders ready for the hospital and their mounts ready for the repair shop.

only 20 failed to finish—a fact remarkable in itself—and of the number who qualified for the medals that were offered there were two score schoolboys.

Three divisions made their getaway from the Prospect Park Plaza in Brooklyn, and the itinerary called for stops at Coney Island, 7 miles; Richmond Hill, 23 miles; Freeport, 38 miles; Amityville, 47 miles; Hicksville, 58 miles; Massapequa, 66 miles; Hempstead, 77 miles; Valley Stream, 84 miles, finishing at Prospect Park Plaza, 100 miles.

The first slow division, in charge of J. W. Hedden, left at 6.45 a. m., the assistant pacemakers being Bob Lawson, I. Crook and Charles Fortenbach. There were 75 riders in this division. W. L. Russell, assisted by George Hausenbauer, Herman Sulu, W. Russell and Clinton Walker, left at 7.15 o'clock with 80 starters, and the fast division made their departure one hour later.

the attributed reason so many finished. Couriers Herman Hintze and Harold Grupe did excellent service repairing punctures, while William Kirchner and Emil Fraysse, carried the large gold and blue standards of the organization. The first division pacemakers wore gold, the second division blue and the fast division red sashes, the participants wearing badges to correspond. The buglers wore white sashes and the couriers green, while Captain Alfred H. Seeley was resplendent in the purple sash of royalty.

Many clubs were represented, the following with the largest number of entrants; Amsterdam W., Century Road Club Association, Akron W., Yorkville C. C., Arlington, W., Superior W., Columbia R. C., Praga W., Empire City W., Union Sportiva Italiano, Courier C. C., Bay View W., St. George W., Century Road Club of America, and the S. K. Wheelmen.

the possible fracture that was the aim of the long ride.

According to advices from the up-State city, Higgins and Wylie were descending a steep hill east of Utica when the latter fell and Higgins sprawled over him. When the two riders untangled themselves it was discovered that Wylie had fractured his arm. They made their way to Utica where the injured rider received medical attendance. Higgins, apparently not relishing the prospect of traveling alone, decided that he would not continue.

Higgins and Wylie left City Hall, New York, on Saturday afternoon last, at 1.30 p. m. They were delayed between Ossining and Hudson by two rain storms, but stopped at the latter place Monday night. That was the last heard of them until it was learned that the trip was abandoned. The record of 71 days, made in 1901, still remains intact.

LAWRENCE DISPLAYS HIS METTLE

**Trounces Magin in Match Race and Wins
in Grueling Pursuit Event—Kramer
Captures Ten Miles Scratch.**

It is not often that amateurs hold the center of the stage in bicycle racing, for since the days of Marcus Hurley, promoters mistakenly have regarded amateur races as necessary evils, merely to fill out the program, or to sandwich between professional events. Last Sunday, 16th inst., at the Newark Velodrome, however, the professional races were a secondary consideration, and not without reason. Since the season started Percy O. Lawrence, the phenomenal San Francisco lad, partly has shared honors with Jacob Magin, of the Newark National Turnverein Wheelmen. Whenever Magin was fortunate enough to score a victory over the California whirlwind it has been because he was ably assisted by half a dozen clubmates. Magin claimed that this assistance was not asked for and that he could have ridden just as well had it not been given.

For that reason it easily can be seen that the match race between Lawrence and Magin last Sunday was in the nature of a dispute-settling contest. When it was over every one agreed that Percy O. Lawrence is the most wonderful amateur rider that has come upon the racing horizon since Marcus Hurley weekly drew thousands to the old Vailsburg track to see him ride. Lawrence is a wonderful rider; that fact cannot be disputed. In his match with Magin he displayed both the ability of a French tactician and the speed of a Kramer or a Clarke, winning in two straight heats.

Then, to further clinch the argument in favor of this young man "who came out of the west" with a reputation that has not been punctured, as have reputations of other much-touted westerners, Lawrence rode in an entirely different kind of a race—an unlimited pursuit—and after a grilling contest that lasted more than five miles he added another sprig to the wreath that fast is circling his unwrinkled brow. At the present time Kramer is supreme in the professional class. Lawrence is the king pin of those riders whom the N. C. A., by closing its eyes and refusing to investigate, permits to pass as amateurs.

So far as the professional races of last Sunday are concerned there is not much to tell. Kramer and Fogler did not have one chance in twenty to win the one-third mile handicap, and if either one or the other had won, a world's record would have received a terrible shattering. In the ten miles scratch Fogler was compelled to withdraw because of a punctured tire and Kramer won the race easily. Had Fogler not met an untimely finish it is probable that the "fans" would have witnessed a soul stirring battle be-

cause Fogler chafed all week over the trouncing the champion had administered the previous Sunday, and was determined to even matters. But he did not have a chance.

The first heat of the Lawrence-Magin match was at one-half mile and there ensued plenty of jockeying at the start. They got away so slowly that Magin lost his balance and fell. Lawrence proved his sportsmanship by waiting until the fallen Turner crack could remount. The first lap ended with Lawrence slightly in the lead, both riders going very slowly. The pace began to accelerate in the second lap and Lawrence had the premier position at the bell. In the middle of the backstretch in the last lap Lawrence jumped, and when he did it was all over but the shouting. Magin put up a rattling good fight, but he was no match for the westerner, who won by three-quarters of a length.

Magin got off the mark first in the second heat, and was leading high on the bank at the end of the first turn. The distance of this heat was one mile and the second, third and fourth laps ended practically the same as the first. Magin began to unwind just before the bell for the last lap and to all appearances was intending to take Lawrence so fast that the latter would have no chance to spring his fatal final jump. The Newarker was caught napping at the middle of the backstretch, however, and Lawrence made a pretty jump that brought him even. Then ensued a neck and neck battle for the finish line that lasted until the last turn. Lawrence entered the homestretch first and increasing his lead with every revolution of the pedals won by a good two lengths. The applause that greeted him was so great that he was compelled to ride an extra lap and doff the dinky little cap which he invariably wears.

Lawrence did not have a chance to recover his breath before the first heat of the unlimited pursuit, the second leading event on the program was called. The heats were half mile sprints, six in number, with one rider in each to qualify for the final. Realizing that Lawrence must be tired from his exertions in the final heat of the match several riders tried to "pull his cork" by going all the way from the crack of the gun, but the little western whirlwind proved equal to the occasion and won his heat handily. The other heats were won by Magin, Jokus, William Vanden Dries, Steinert and McAvoy.

In the final heat, an unlimited pursuit, as stated, Lawrence had the position on the tape, with the other riders arranged at equal distances around the sixth of a mile saucer. Lawrence rode well from the start and after one-half mile had been covered he tagged out McAvoy. Just before the mile Lawrence overhauled and passed Vanden Dries at the same moment that Steinert was passed by Jokus. This left only Magin, Jokus and Lawrence in the race and for more than a mile there was no further elimination. Magin finally tired

and Lawrence went past him. This occurred two laps before the third mile and left Lawrence and Jokus on the track, at equal distances from each other, and a fine race developed. For more than a mile it was nip and tuck between the husky Newarker and the petit San Franciscan, with one leading for a little while and then the other. The crowd was not partial and cheered each according to the gain made. There were many who thought that Lawrence would not be able to stand the hard grind, but they changed their tune at five miles. Lawrence began to creep up on Jokus, ever so slowly at first, but rapidly as the latter tired, and when Lawrence sighted Jokus in the stretch before $5\frac{1}{2}$ miles both the grandstand and bleachers crowds rose and gave the Californian a mighty cheer, as great as ever was accorded Kramer, the local favorite. One lap more and Lawrence passed, and one of the greatest pursuit races ever held in Newark came to an end. Lawrence's time for the $5\frac{2}{3}$ miles was 12:56 $\frac{2}{5}$.

Little Peter Drobach had hard luck in the ten miles scratch for professionals, in which 20 riders started. Drobach had not gone one lap before his tire blew up and the South Bonstonian lost an excellent chance to make some money. Billington took \$4 in lap money and then relinquished the lead to Benjamin Franklin Hill. Halstead led at one mile after being wildly switched by Thomas Smith, who should have been disqualified then and there. At $1\frac{1}{2}$ miles Bleeker jumped, while John Bedell flagged, and gained almost half a lap. At three miles Ben Hill jumped, after Bleeker had been overhauled, and Benjamin Franklin had easy picking as none of the other riders felt disposed to rob Hill of a meal ticket. Stein, Schlee and Halstead were industrious in gathering lap money for the next three miles. Fogler's bete noir in the shape of a flat rear tire came in the sixth mile, and it was a keen disappointment that he was put out. Halstead led from the 45th to the bell lap, himself, Rupprecht, Smith, Root, Kramer and Fenn being the order three laps from the finish. At the bell Root jumped, with Rupprecht protecting his rear wheel and some of the Jersey men feared for Kramer's chances. The champion was not a bit worried, however, for in the middle of the backstretch he came back with a mighty jump and sprint that carried him past Root and Rupprecht at about the same speed that a motorcycle rider would pass a man on a high bicycle. Kramer won by the large margin of four lengths, while Krebs, who had stayed glued to his rear wheel ever since Fogler stopped, beat out Fenn by a half length for second money.

It was too bad that Kramer did not win the first heat of the one-third mile handicap as a world's record probably would have resulted. Kramer started from scratch with Krebs on the 15 yards mark and the champion certainly had the ride of his life. Krebs won the heat with Kramer a close second, the time being 35 $\frac{3}{5}$ seconds;

the record is 38 seconds, but as a handicap man won it does not count. Fogler did not have a chance to qualify in the second heat and neither did West nor Fenn in the third heat. The final started with Kramer the only man on scratch, and with good riders on the long marks the East Orangeman had just about as much chance of winning as a snowball would have of surviving in a furnace. Alfred Treible, 100 yards, won the race by ten lengths, with H. E. Bleeker, from the same mark second.

Edward F. Root was the best bet in the two miles invitation for professionals, 12 riders starting. Schlee went to the front at two laps to go and Root connected with his rear wheel. Root won with $1\frac{1}{2}$ lengths to spare, while Smith, by some crazy switching managed to beat Mitten for second place. Schlee was fourth and Haltsead fifth.

Jerome Steinert would have had a very good chance of winning the final of the half mile amateur handicap had not Walter Schlee unintentionally thrown him out of stride. Steinert rode exceptionally well from scratch and would have wormed his way through an opening that presented had not Schlee undertaken to go through at the same time and then changed his mind. Frank Blatz, of Jersey City, finished first and Harry Simpson, Newark, second.

Victor Anderson, of the Edgecombe Wheelmen, had everything his own way in the novice race. The summaries:

One mile novice—Won by Victor Anderson, Edgecombe W.; second, H. Schwartz, Newark; third, Charles Siebert, Newark. Time, 2:29.

One-third mile handicap, professional—Won by Albert Treibel, Newark (100); second, H. E. Bleeker, New York (100); third, James Hunter, Newark (70); fourth, Thomas Smith, Newark (60). Time, 0:33 $\frac{4}{5}$.

Match between Percy Lawrence, San Francisco, and Jacob Magin, Newark—First heat ($\frac{1}{2}$ mile), won by Lawrence. Time, 2:58 $\frac{3}{5}$. Second and final heat (1 mile), won by Lawrence. Time, 3:26 $\frac{2}{5}$.

One-half mile handicap, amateur—Won by Frank Blatz, Jersey City (50); second, Harry Simpson, Newark (60); third, Maurice Vanden Dries, New York City (35); fourth, Henry Vanden Dries, New York City (40). Time, 0:57 $\frac{4}{5}$.

Two miles invitation, professional—Won by E. F. Root, Melrose, Mass.; second, Thomas Smith, Newark; third, W. L. Mitten, Davenport, Iowa; fourth, Charles Schlee, Newark; fifth, Alfred Halstead, Sacramento, Cal. Time, 4:18 $\frac{3}{5}$.

Unlimited pursuit, amateur—Won by Percy Lawrence, San Francisco; second, Ernest Jokus, N. T. V. W.; third, Jacob Magin, N. T. V. W.; fourth, Jerome Steinert, Roy W. Distance, $5\frac{2}{3}$ miles. Time, 12:56 $\frac{3}{5}$.

Ten miles scratch, professional—Won by Frank L. Kramer, East Orange, N. J.; second, Floyd Krebs, Newark; third, W. S. Fenn, Bristol, Conn.; fourth, John Bedell, Newark; fifth, E. F. Root, Melrose, Mass. Time, 22:30 $\frac{4}{5}$.

SIXTEEN RIDERS HIT THE BOARDS

Spectacular Spill Enlivens Race Meet at Clifton—Collins Defeats Hill and Anderson in Triangular Match.

Intelligently paced by Charles Turville, Elmer J. Collins, the Lynn (Mass.) young man who won enduring fame by riding one mile behind an automobile at the Florida meet in March in 58 $\frac{3}{5}$ seconds, scored a victory over Fred Hill, of South Boston, and N. M. Anderson, of Denmark, at the Clifton (N. J.) Stadium Sunday afternoon last, 16th inst. The distance of the match was 15 miles and Collins won by three laps over Hill, the latter finishing the same distance ahead of Anderson. The amateur events were a succession of falls and, as a result of these, court plaster and ointment were much in demand. The crowd was large and enthusiastic, about 3,000 being present.

Turville, with Collins in tow, got the lead at the very start of the motor paced match and thereafter he was never headed. For the first 10 miles Anderson gave the Lynn rider a hard fight for the lead, but was held off after several attempts to pass. Hill appeared to be afraid to follow closely the roller on his pacing machine.

After the 10th mile the hard pace set by Collins began to tell on Anderson and Collins lapped him twice. In the 13th mile Hill plucked up courage as Collins attempted to pass, and for more than a mile made a plucky fight. Hill managed to pull back one lap of the distance that was gained by Anderson in the early part of the race. It was too late for Hill to tackle Collins for the lead, but the Boston youngster did go after Anderson with such ferocity that the Dane blew up in the closing miles. Collins' time for the 15 miles was 22:04 $\frac{4}{5}$.

The steeply banked six lap track presented somewhat the appearance of an upheaved bowling alley just after the five miles lap race started. There was a big field of starters and they had not gone 50 yards when one rider hit the boards and fifteen riders piled over him. It was a lot of battle-scarred veterans that presented appearance five minutes afterwards, the race having been delayed because Philip Kury, of the Roy Wheelmen, was knocked unconscious. Kury was particularly unfortunate, having sustained three bad falls during the afternoon. Another rider who suffered severely was Archie Allen, of the Brower Wheelmen. Allen had most of the flesh torn from his left arm, but his injuries didn't cause him to whimper.

Warner Beck, of the Bay View Wheelmen, won the final heat of the mile handicap, and Adam Beyerman finished inches ahead of Samuel Rein in the five miles scratch race with lap money. Allen finished first in the mile consolation, but was disqualified for

cutting through on the pole, the first prize thereby going to John Eubank, Empire City Wheelman, who finished second. The summaries:

One mile handicap, amateur—First heat won by Otto Brandes, Columbia W. (130); second, John Eubank, Empire City W. (100); third, Adam Beyerman, Mohawk A. C. (scratch). Time, 2:10 $\frac{3}{5}$. Second heat won by J. Berlenbach, New York (60); second, Warner Beck, Bay View W. (90); third, Philip Kury (Roy W. (120). Time, 2:10 $\frac{3}{5}$. Third heat won by Samuel Rein, Roy W. (80); second, Joseph Mesigal, Chicago (30); third, Archie Allen, Brower (120). Time, 2:09 $\frac{4}{5}$. Fourth heat won by Ivan Mishka, Russia (60); second, Michael Jounay, Nutley (40); third, Octave Baertson, New York (125). Time, 2:13 $\frac{1}{5}$. Fifth heat won by Virgil Mercandetti, Roy W. (135); second, John Bogle, Rutherford (115); third, Rend Hofkin, Paterson (150). Time, 2:07 $\frac{4}{5}$. Final heat won by Beck; second, Jounay; third, Hofkin; fourth, Bogle. Time, 2:00 $\frac{4}{5}$.

Fifteen miles motor paced, professional—Won by Elmer J. Collins, Lynn, Mass.; second, Fred Hill, Boston; third, N. M. Anderson, Denmark. Time, 22:04 $\frac{4}{5}$.

Five miles scratch, amateur—Won by Adam Beyerman, Mohawk A. C.; second, Samuel Rein, Roy W.; third, Clarence Carman, National A. C.; fourth, Ivan Mishka, Russia. Time, 11:33 $\frac{4}{5}$.

Five miles motorcycle, professional—Won by Carl Ruden; second, Charles Turville; third, Bob Schultz. Time, 5:40 $\frac{4}{5}$.

One mile consolation, amateur—Won by John Eubank, Empire City W.; second, William Kafus, New York City; third, Joseph Mesigal, Chicago. Time, 2:15 $\frac{4}{5}$. A. Allen finished first but was disqualified for cutting in on the pole.

Wills's Hour Record Recognized.

Albert Edward Wills, the diminutive Britisher who last summer startled the world when he rode behind pace at Munich, 61 miles 904 $\frac{2}{5}$ yards in one hour, at last has had his ride officially recognized, after once having been deprived of the record, as has been detailed in the *Bicycling World*.

The secretary of the Union Cycliste Internationale has received a formal certificate of the time made for the various distances by Wills, on August 17th last, the Verband Deutscher Radrenbahnen finally having admitted its tardiness in investigating the matter and thereby virtually admitting the inexcusable conduct of the official timer who failed to officially report the ride.

Wills broke all world's records from 10 to 100 kilometers, the times for the various distances being as follows: 10 kilometers, 6:25; 20 kil., 12:23 $\frac{3}{5}$; 30 kil., 18:20 $\frac{4}{5}$; 40 kil., 24:20; 50 kil., 30:19; 60 kil., 36:19 $\frac{3}{5}$; 70 kil., 42:23; 80 kil., 48:26; 90 kil., 54:29 $\frac{3}{5}$; 100 kil., 1:00:34 $\frac{3}{5}$. One hour, 99 kilometers 57 meters, the English equivalent being 61 miles 904 $\frac{2}{5}$ yards.

WALKER KEEPS IN THE FRONT

Australian Again Takes Lawson's Measure in Two Races at Los Angeles—Amateur Pursuit Race a Feature.

Los Angeles, Cal., May 17.—Although the crowd numbered only about 2,300 because of the motorcycle race meet that took place at the Prince saucer in another part of the city the same day, those that did attend the second meet on the five laps Fiesta Park Stadium track yesterday afternoon were rewarded by seeing some good racing. J. Gordon Walker, the young Australian who defeated Iver Lawson a week ago, again turned the trick yesterday, defeating the one-time world's champion in both open professional events. Ray Duer, formerly of Buffalo, won the motor paced match, and Williamson and McNeil shared honors in the events for "simon pures." A strong breeze that blew across the track prevented any record breaking.

Nineteen riders lined up for the three miles "pro" scratch with half lap prizes, a rolling start prevailing. Young Alfred Crebs thought he would like to have some lap money and jumped the bunch in the second lap, scoring \$10 before he was overhauled. Achorn then thought he would try the same stunt, but the field decided that Achorn had better not have too much rein and held close to his trail. Achorn, Giles and Bardgett got a chance at the lap money before the final sprint started. Palmer led at the bell but was passed by Walker on the backstretch and won out easily, while Samuelson nipped Lawson at the tape and won second money. Palmer was fourth and Furman fifth.

There were two trial heats and a final of the mile handicap and in the first Walker (10), Williams (30), Bardgett (50), and Lawson (scratch), finished in the order named. Crebs won the second heat from 70 yards, with Palmer (60) second, Achorn (80), third, and Senhouse (100), fourth. A peculiar arrangement was that all the low markers were in the first heat and the long markers in the second heat. Although the limit men set a good pace in the final heat, Walker and Lawson mowed them down, but the latter got into a pocket in the last lap. Walker easily defeated Palmer at the tape, with Lawson third, Crebs fourth and Williams fifth.

The unlimited pursuit race for amateurs shared the honors of the day with the three miles professional scratch. Twelve riders were placed at equal distances around the one-fifth mile saucer. The weaker riders were soon tagged out, leaving Williamson, McNeil, Florentine and Berryessa to fight it out. Williamson tried hard to keep from being overhauled by Florentine, but got the hook, while Florentine himself a little later was eliminated by Berryessa. McNeil outlasted Berryessa, the distance of 3½

miles being covered in 9:30, which was very slow because of the wind.

The amateur field put up a good race in the half mile open, which had two trial heats and a final. Williamson, Pearne and Dye qualified in the first heat, and the second resulted in a close finish between Long, Florentine, Berryessa and McNeil in the order named. The final produced a close finish between Williamson and McNeil, the former winning, while Florentine and Berryessa had a battle royal for third place, the latter losing.

As T. M. Samuelson and Ed Lingenfelder had competed at the Prince Coliseum earlier in the afternoon the ten miles motorpaced event was run last in order to enable these two pace makers to get back to the Fiesta Park Stadium. Samuelson's desire to get Agraz off in the lead caused some delay at the start and the event finally had to be started with this pair slightly in the lead. Lingenfelder paced Duer, and Mitchel handled the motor for Senhouse. Before the second mile Duer had passed Agraz and was soon after Senhouse, although it required a three lap sprint to turn the trick. Agraz tried hard to cut down Duer's lead, but was unsuccessful, the former Buffalonian finishing one-half lap to the good. Senhouse, who is new at the pace following game, frequently dropped his pace and finished two laps behind. The time for 10 miles was 14:25. The summaries:

One mile novice—Won by Edward Monnier, Los Angeles. Time, 2:21¾.

One-half mile scratch, amateur—First heat won by Dick Williamson, Oakland; second, F. Y. Pearne, Los Angeles; third, John Dye, Los Angeles. Time, 1:14. Second heat won by William Long, Los Angeles; second, F. Florentine, Los Angeles; third, John Berryessa, San Jose; fourth, J. A. McNeil, Ontario. Time, 1:15. Final heat won by Williamson; second, McNeil; third, Florentine; fourth, Berryessa. Time, 1:12.

One mile handicap, professional—First heat won by J. G. Walker, Australia (10); second, Saxon Williams, Buffalo (30); third, Walter A. Bardgett, Buffalo (50); fourth, Iver Lawson, Salt Lake City (scratch). Time, 2:21¾. Second heat won by A. Crebs, Salt Lake City (70); second, William Palmer, Australia (60); third, J. E. Achorn, Salt Lake City (80); fourth, Steve Senhouse, Australia (100). Time, 2:02¾. Final heat won by Walker; second, Palmer; third, Lawson; fourth, Crebs; fifth, Williams. Time, 2:03.

Unlimited pursuit, amateur—Won by J. McNeil, Ontario; second, John Berryessa, San Jose; third, F. Florentine, Los Angeles; fourth, Dick Williamson, Oakland. Distance, 3½ miles. Time, 9:30.

Three miles scratch, professional—Won by J. G. Walker, Australia; second, W. E. Samuelson, Salt Lake City; third, Iver Lawson, Salt Lake City; fourth, W. Palmer, Australia; fifth, W. G. Furman. Time, 6:38.

Ten miles motor paced, professional—

Won by Ray Duer, Buffalo; second, Emil Agraz, San Jose; third, Steve Senhouse, Australia. Time, 14:25.

France Defeats America at Paris.

America, represented by "Major" Taylor and Walter DeMara, lost the match race at the Buffalo velodrome, Paris, on Sunday last, 16th inst., against Dupre and Hourlier, representing France, according to cable advices.

The match was contested in four heats, the classification being by points. The first heat was between De Mara and Hourlier, and the American was defeated. In the second heat Taylor defeated Hourlier and in the third Dupre beat De Mara. The fourth heat was between Taylor and Dupre and the champion of France was defeated. It was claimed that Taylor interfered with Dupre.

The cable dispatches do not make it quite clear whether the fourth heat counted for points or not, as all four men rode a final heat, resulting in a victory for Dupre, with De Mara second, Hourlier third and Taylor last. According to the point classification this gave the victory to France with 4 points, six points being scored by the Americans.

This is the first time that "Major" Taylor has ever raced on Sunday, his excuse heretofore always having been that it was against his religion to compete upon the first day of the week. Taylor's decision to race upon Sundays makes it very probable that he will represent America in the world's championships.

Walthour also made his annual debut at the same meet in a motor paced match race against Darragon, the distance being 30 kilometers. Rain interrupted the race at 20 kilometers, Darragon leading at that point.

Walter De Mara won the half mile handicap at the Buffalo velodrome, Paris, on May 6th, defeating Goven, on 40 meters, by inches. Time, 0:59¾.

The Ligue Velocipedique Belge has given 5,000 francs for a prize in the annual Paris-Liege road race for professionals, according to an official communication from the Union Cycliste Internationale. It also has collected 10,000 francs, to be distributed to the winners in the Tour de Belgique, to be held late in the season.

Atlantic City Road Race Postponed.

Because of the amateur six days race which will be held on Young's Pier, Atlantic City, N. J., from May 31st to June 6th, the 25 miles handicap road race previously announced by the Atlantic City Wheelmen has been postponed until Sunday, June 20th. According to a telegram received from Manager Charles A. Van Doren yesterday, the track for the six days race will be completed today. A special race meet will be held upon the track next Saturday night, 29th inst., the six days race starting on Monday. Entries will close at noon next Wednesday, 26th inst.

COMING EVENTS

May 22, Philadelphia—Philadelphia Motorcycle Trade Association's race meet at Point Breeze track; open.

May 22, Atlanta, Ga.—Alexander-Seewald 10 miles handicap bicycle and 10 miles motorcycle road race; open.

May 26, New Haven, Conn.—Motorcycle events at Shingle hill climb; open.

May 29, Minneapolis, Minn.—Minneapolis Motorcycle Club's hill climbing contest; open.

May 29, 30, and 31, New York City—Harlem Motorcycle Club's annual spring run to Atlantic City and return; open.

May 30, Los Angeles, Cal.—Appeal 25 miles handicap road race; open.

May 30, Valley Stream, N. Y.—Long Island Division, Century Road Club Association's 10 miles handicap road race; open.

May 30-31, San Francisco, Cal.—San Francisco Motorcycle Club's 400 miles endurance run to Holon and return; open.

May 30-31, Los Angeles, Cal.—Los Angeles Motorcycle Club's annual endurance contest.

May 30-31, Denver, Col.—Motorcycle races at Overland Park; open.

May 30-31, Newark, N. J.—New Jersey Motorcycle Club's second annual endurance run to Atlantic City, Camden, Hackettstown and return; open.

May 31, Newark, N. J.—Olympic Park 25 miles handicap track race; open.

May 31, Grand Rapids, Mich.—Western Michigan Cycle Club's 15 miles handicap road race; open.

May 31, Wilkes-Barre, Pa.—Motorcycle hill climb up Giant's Despair; open.

May 31, Salt Lake City, Utah—Opening meet Salt Palace saucer track.

May 31, Plainfield, N. J.—Plainfield Cycling Club's 25 miles handicap road race; open.

May 31, Buffalo, N. Y.—South Buffalo Road Drivers Association's bicycle races at Columbia Park; open.

May 31, Washington, D. C.—National Capital Motorcycle Club's race meet at Bennings track; open.

May 31, Salt Lake City—Annual 19 miles Lagoon handicap road race; open.

May 31-June 5, Atlantic City, N. J.—Amateur 6-days bicycle race on Young's Pier; open.

June 5, Denver, Col.—Marathon handicap bicycle road race; open.

June 6, Springfield, Ill.—Illinois Wheelmen's 12 miles handicap road race; open.

June 6, San Francisco, Cal.—Annual relay race for Stockton trophy.

June 6, Jersey City, N. J.—Columbia Road Club's half century run; open.

June 9, Newport, Ind.—Danville (Ill.)

Motorcycle Club's hill climbing contest; open.

June 9, Louisville, Ky.—Motorcycle races at Fair Grounds track; open.

June 12, Worcester, Mass.—Motorcycle hill climb on Dead Horse hill; open.

June 12, Denver, Col.—Bicycle race meet at Overland Park; open.

June 12-13, St. Louis, Mo.—St. Louis Cycling Club's annual Pike county tour; open.

June 13, Valley Stream, N. Y.—Roy Wheelmen's First Bicycle Marathon handicap road race (26 miles 385 yards); open.

June 13, New York City—Concourse Motorcycle Club's annual spring run to Savin Rock, Conn., and return; open.

June 20, Atlantic City, N. J.—Atlantic City Wheelmen's 25 miles handicap road race; open.

June 27th, New York City—Amsterdam Wheelmen's Queensboro century run; open.

July 5, Atlanta, Ga.—Handicap road race for colored riders.

July 18, Brooklyn, N. Y.—Eastern Division, Century Road Club Association's annual mid-summer century run to Patchogue and return; open.

August 1, Brooklyn, N. Y.—Long Island Division, Century Road Club Association's bicycle and motorcycle century run; open.

Pye to Become an American.

After two seasons in Australia Ernest A. Pye, who originally came to America with A. J. Clarke, has returned to the land of his adoption, and will remain here "forever," as he expresses it.

Pye arrived in Salt Lake City last week, accompanied by Mrs. Pye, who was a Salt Lake City girl, their little daughter, Patrick Hehir and Herbert W. Nesbitt, the latter two being riders, who will make Zion their future abode.

In a letter to the Bicycling World Pye says he is "back here forever, this time. This little city of Salt Lake City looks good to me, and the only thing I am afraid of is that I might wake up and find myself back in Australia. The game is very bad out there and wants a rest for a few years."

Pye needs no introduction to the public as he is one of the fastest riders that ever came to America from abroad. Hehir and Nesbitt are both fast men, according to Pye, and should make good in America. Pye states that Hehir was the only rider able to defeat him in Australia and is in his opinion almost as fast a sprinter as Clarke. Nesbitt needs more experience at saucer track riding before he can expect to become a champion. All three riders are training for the opening meet, May 31.

Theodore Devonovitch arrived in Salt Lake last week, accompanied by his whiskers. Devonovitch was the leading "soubrette" at the Salt Palace saucer last season, and secured a contract from Heagren upon his promise to let his hirsute adornment remain intact. Dave Mackay, the Newark rider, also has arrived in Utah.

24-HOURS MOTORCYCLE RECORD

Collier Covers 775 Miles 1,340 Yards at Canning Town, England—His Average Over 32 Miles an Hour.

At last, a 24 hours motorcycle record is an accomplished fact and H. A. Collier, the well known British professional is the first man to establish a record for one chronological day. On May 5th and 6th, at the Canning Town track, Collier covered 775 miles 1,340 yards, which is, of course, a world's professional record. The longest previous ride was 12 hours, the record for this time—434 miles 425 yards—having been made by A. Anzani at the Parc des Princes track, Paris, July 13, 1903.

Collier started his record breaking and record establishing ride under favorable circumstances at noon, May 5th, and he soon dropped into a 50 miles per hour stride. In the first hour he covered 49 miles 1,460 yards, as against his own professional record of 68 miles 1,380 yards. The amateur world's hour record is 69 miles, made by Walter Goerke, at Daytona last March. In the second hour Collier had covered 97 miles 1,480 yards and at three hours his mileage was an even 145, nearly six miles behind Martin's record. Collier was still behind the record for four hours, but broke Martin's figures for 5 hours, covering 245 miles 640 yards, the old figures being 238 miles 870 yards. At six hours he had covered 294 miles 800 yards, more than 12 miles greater than Martin's figures.

As night came on Collier began to slacken speed, not only because he felt fatigued, but because the track was insufficiently lighted, naphtha and paraffin lamps, and the lamp on his machine furnishing the only guide. At 12 hours Collier had covered 471 miles 784 yards, Anzani's previous record having been 434 miles 425 yards, as previously stated. From midnight until morning Collier was compelled to rest often, as pain and stiffness in the limbs, sleepiness and exhaustion began to tell.

With the approach of daylight Collier began to liven up and before noon, when the ride finished, he was reeling off miles at the rate of 45 per hour. His average rate of speed for the first six hours was just over 49 miles per hour, and for the full distance slightly above 32 miles per hour.

Collier's time by hours is given in the following table:

Hour.	Miles.	Yds.	Hour.	Miles.	Yds.
1.....	49	1,460	13.....	506	1,260
2.....	97	1,480	14.....	508	
3.....	145		15.....	522	1,590
4.....	193	1,640	16.....	566	
5.....	245	640	17.....	599	1,700
6.....	294	800	18.....	611	330
7.....	326	640	19.....	648	586
8.....	364	1,480	20.....	680	
9.....	396	80	21.....	690	586
10.....	411		22.....	725	1,390
11.....	445	1,462	23.....	730	940
12.....	471	784	24.....	775	1,340

PROTEST DAY AT LOS ANGELES

Everyone Protests Everyone Else's Motor and Machines are Locked Up—Derosier and Balke Break More Records.

Los Angeles, Cal., May 17.—Remaining in Los Angeles to recover the records which he had lost, Jacob Derosier performed the recovery act at the 3½ laps Coliseum track yesterday afternoon. He established a 25 miles record against time and also broke the flying start mile against time, to say nothing of the 10 miles competition record—all professional records, of course. In the 25 miles against time, Derosier covered the distance in 21:38⅔, and in the mile flying start against time he broke his own world's record of 0:47⅔ by three-fifths of a second. In the 10 miles competition the Springfield man won after conceding 4 laps handicap to Lingenfelder, and a new world's record resulted, the distance being covered in the remarkable time of 8:05, the previous record—8 minutes 24 seconds—having been made by Derosier himself more than a month ago.

The only amateur record established was for the flying half mile against time, which Charles Balke put at 0:28. There had been no previous record against time for this distance, the competition record being 38⅔ seconds.

In spite of a fairly large attendance, good weather and world's records, the meet was not as successful as its several predecessors. Since Prince left for the East his partner, George I. Kreamer, installed a new set of officials and their debut yesterday was the signal for the riders to protest anything and everything. Several weeks ago when Graves slashed the amateur mile record, cutting it down to 46⅔ seconds, his N. S. U. was questioned, but not officially, as it was said that the N. S. U. agent had amicably promised to prove that the engine does not exceed the maximum of 61 cubic inches piston displacement allowable under the F. A. M. rules. He delayed doing so and a lot of talk was created, but finally Charles Fuller Gates and a brother of President Ovington, who is a mechanical expert, dismantled and measured the engine and found it to fulfill all requirements. Yesterday was a sort of getting-even day. Balke and Seymour had such good fortune in the amateur events that Derosier entered a protest, alleging that the engines are larger than is permissible. Derkum, who rides the same kind of a machine as does Seymour, returned the compliment by protesting Derosier's three machines. As a result of these trade rivalry squabbles all the machines were carted off to an automobile garage and locked up until they can be measured. Referee Freeman certainly had his hands full, but the measuring of the various motors will prove a good thing.

The races were disappointing on the whole. There were no large machines, with the exception of Derosier's in working order, and the amateur events were made class affairs. Derkum blew up every time he attempted to ride and that left only Derosier, Samuelson and Lingenfelder to make the running. Samuelson's machine was not as fast as Derosier's, and Lingenfelder's single cylinder motorcycle naturally could not compete upon even terms with the twins.

The most exciting event of the day was the ten miles scratch for professionals, which had as starters Derosier, Lingenfelder, Derkum and Samuelson. Lingenfelder, on his Thor single, as usual was given 4 laps handicap over the remainder of the field. Derosier objected, but when Referee Freeman ordered the race run without him, Derosier quickly mounted his machine and started. Samuelson could not make up the handicap, and Derkum's compensating sprocket slipped in the first few miles and then a chain snapped at 5 miles which put him out of the running. This made the race between Lingenfelder and Derosier and the Springfield rider made up the handicap in the last lap. A new record resulted, the time being 8 minutes 5 seconds.

The 25 miles race was to have been a match between Derosier and Derkum, but as the latter's machine gave out in the open, Derosier rode a 25 miles exhibition, establishing a record against time by covering the distance in 21:38⅔. There seems to be some question about the intermediate times. Derosier then went after his flying mile record of 47⅔ seconds against time and succeeded in reducing it to 47⅔.

Later in the afternoon Derkum patched up his machine and tried to lower the 25 miles record that had just been established by Derosier. The California fireman was unsuccessful, however, his chain breaking on the 11th mile. His time for 10 miles was 8:52⅔, much behind the record.

Two of the amateur events were handicaps for machines of 27 and 48 cubic inches, respectively, and Balke, on his Thor, with one-half lap handicap, won both easily. Graves—who has left the employ of the N. S. U. agent—rode an Indian from scratch, and finished second in the 27 cubic inches race, but was beaten out by Seymour in the 48 class. Balke and Seymour again were respectively the winner and runnerup in the four miles scratch for singles, Graves getting a third. Graves and Seymour then had a mile match to settle the argument, but the former was defeated, and a landslide of protests resulted, as previously stated. Graves was plainly not himself. He had injured his hand while boxing a few days ago and therefore was not taking any chances. The summaries:

Four miles handicap, amateur, machines under 27 cubic inches—Won by Charles Balke, Thor (½ lap); second, M. J. Graves, Indian (scratch); third, Erwin Knappe, Indian (¾ lap). Time, 4:53.

Ten miles open, professional—Won by

Jacob Derosier, Indian; second, E. Lingenfelder, Thor; third, T. M. Samuelson, Indian. Time, 8:05. (World's record.)

Six miles handicap, amateur, machines under 48 cubic inches—Won by Charles Balke, Thor (½ lap); second, R. Seymour, R-S, (¾ lap); third, M. J. Graves, Indian (scratch). Time, 5:34⅔.

One mile against time, professional—By Jacob Derosier, Indian. Time, 0:47⅔. (World's record.)

Four miles scratch, amateur, machines under 30.32 cubic inches—Won by Charles Balke, Thor; second, R. Seymour, R-S; third, M. J. Graves, Indian. Time, 3:35⅔.

Twenty-five miles against time, professional—By Jacob Derosier, Indian. Time 10 miles, 8:21⅔; 25 miles, 21:38⅔. (World's record.)

One-half mile against time, amateur—By Charles Balke, Thor. Time, 0:28. (Establishes world's record.)

One mile match, amateur, standing start—Won by R. Seymour, R-S; second, M. J. Graves, Indian. Time, 1:07.

Colorado Cash is Well Divided.

With Fred Huyck holding the watch, the weekly motorcycle races drew a large crowd to the Roswell half mile track, Colorado Springs, Col., Sunday afternoon, 16th inst., and some close competition resulted, and some more professionals were added to the list, cash prizes again being the stake. W. B. Glasser, 3½ horsepower Indian, won the 10 miles, and one of the 5 miles events for stock machines, but was beaten by Victor Doyle, upon the same kind of a machine, in the first 5 miles stock machine race. A soft track and high wind prevented any fast time, although Glasser covered the 10 miles in 13:11. Fred Huyck happened to be in the city at the time and was pressed into service as official timer, besides giving an exhibition on an Indian twin. The summaries:

Five miles for stock machines—Won by Victor Doyle, 3½ horsepower Indian; second, W. B. Glasser, 3½ Indian; third, Birch Glaskin, 3½ Indian; fourth, Harry Peake, 4 Excelsior. Time, 7:42.

Five miles for stock machines—Won by W. B. Glasser, 3½ Indian; second, Alvah Stratton, 3½ Excelsior; third, Harry Peake, 4 Excelsior; fourth, Birch Glaskin, 3½ Indian. Time, 7:48.

Ten miles for stock machines—Won by W. B. Glasser, 3½ Indian; second, Alvah Stratton, 3½ Excelsior; third, Harry Peake, 4 Excelsior; fourth, Birch Glaskin, 3½ Indian. Time, 13:11.

Macfarland and Clarke Arrive.

Floyd A. Macfarland and A. J. Clarke arrived in New York City this morning (Saturday) on the American liner St. Louis. Their unexpected arrival created considerable comment. They are to meet Manager J. M. Chapman tomorrow and if possible arrangements will be made to have them ride at the Newark Velodrome; if not they will go to Salt Lake City.

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CYCLING COURIERS IN WAR GAME

Relays Cover 1,148 Miles Within Three Days—Remarkable Ride Over Australian Roads and Bush Tracks.

That the bicycle can be made a useful vehicle in times of war was forcibly demonstrated in Australia Easter week when the great military dispatch ride, organized by the Dunlop Rubber Co., was successfully carried through in remarkable time. Reports of the event, which have just been received, show that 128 riders in relays of two carried a message from Adelaide, in South Australia, through Melbourne, Victoria, to Sydney, New South Wales, a total distance of 1,148 miles in 2 days 21 hours 36 minutes, or an excellent average of about 16½ miles an hour.

The object of the ride was to prove the value of bicycle riders as dispatch carriers, and as the Commonwealth Military Forces Easter encampments were in progress throughout all the states the progress of the dispatch was watched with interest.

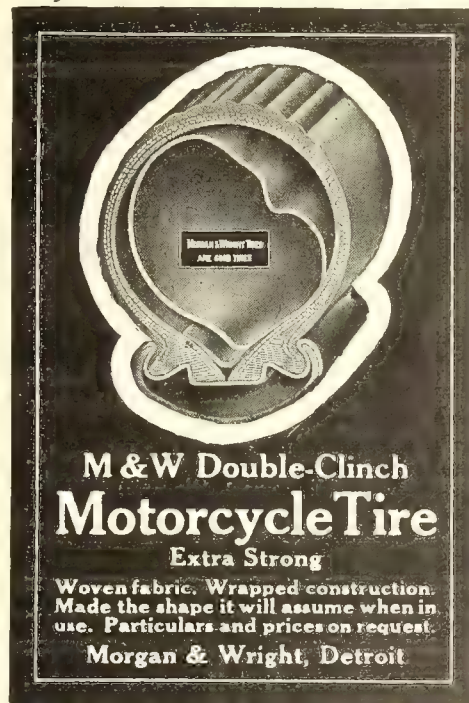
The ride started from Adelaide, at 10 p. m., April 8th, when Colonel Lee, the military commandant in South Australia, handed the two riders selected for the first stage of the journey a dispatch addressed to the military commandant of New South Wales. The steepest hills were met with just outside of Adelaide, but Baulderstone and Richards carried the dispatch over the 12 miles uphill course in the fast time of 47 minutes, there turning the dispatch over to the next two riders.

For the first 300 miles from Adelaide the wind was against the riders. From Mount Gambier, through Melbourne, to the New South Wales border the wind was favorable, but thereafter the couriers had to contend against a stiff head wind all the way into Sydney. In the first 24 hours after the riders left Adelaide, 375 miles were covered, and in the second 24 hours was responsible for a remarkable record, 455 miles being covered. Considering that half of this time the riders were riding on bad country roads in the dark, the distance covered was little short of remarkable.

At Melbourne, which is within five miles of being midway between Adelaide and Sydney, the riders were more than one hour ahead of schedule, having covered the distance of 570 miles in 34 hours 56 seconds. At Melbourne George R. Broadbent and A. C. Pritchard took the satchel on the run and succeeding relays covered the distance of 201 miles to Albury in the marvelous time of 9 hours 44 minutes, an average of over 20 miles an hour. This was the fastest stage of the run, 100 miles of it over bad road. The marvelous performance may be appreciated when it is explained that the best automobile record between Melbourne and Albury is 8 hours, less than 2 hours faster than was made by the bicycle riders.

The riding time from Albany to Gundagai, a distance of 121 miles over rough, unmade bush tracks, was 8 hours 18 minutes, and every mile of this section was covered in the dark. On the section between Gundagai and Bookham over an hour was lost as both the couriers punctured tires. From Gundagai to Goulburn, 121 miles, the time was 8 hours 35 minutes, while the run from Goulburn to Sydney, 132 miles, was made in 8 hours 2 minutes. The total time from start to finish—1,148 miles—was 69 hours 35 minutes.

That the ride created considerable interest is shown by the fact that of the 128 riders selected to make the ride, several hundred riders having applied, not one failed to show up at the different sections



where the relief stations were established. Each rider will receive a gold medal commemorative of the event. Notwithstanding that in some cases the riders incurred heavy expenses, they all took part as volunteers and without fees.

The journey comprised some of the worst and some of the best roads in Australia. The longest section ridden by one pair of riders was the 38 miles lying between Wood's Wells and Kingston, across the Coorong desert in South Australia, most of it being heavy sand. Between Seymour, Victoria and Gundagai, New South Wales, hundreds of miles of bush track had to be covered. From Colrairie to Melbourne was one of the best roads, there being a fine stretch of 200 miles. From Gundagai to Sydney was also easy going, albeit hilly. An interesting point of note is that the difference in time made by the riders from Adelaide to Melbourne and from Melbourne to Sydney was only 17 minutes.

It already has been proposed to hold a double relay next year, to start simultaneously from Adelaide and Sydney. If the event materializes there will be a great race of the opposing relays to Melbourne.

TRINITY OF FRENCH CHAMPIONS

Dupre Leads the Sprinters and Parent the Pace Followers—Alavoine Rides into Fame on the Road.

Victor Dupre, Charles Parent and Jean Alavoine are the respective sprint, motor-paced and road champions of France, having won these titles on Sunday, May 9th. Dupre secured his title by defeating Delage and Ludovic in the final heat of the sprint championship, and Parent by defeating a field of six riders in the 100 kilometers motor paced championship on the Parc des Princes track. Alavoine suddenly jumped into fame by winning the 100 kilometers road championship and breaking the record for the distance.

The annual championships of France are an important factor in the sport, and the victories of Dupre and Parent is assurance that both these men will be prominent contenders in the world's championships. The sprint championship, in which, of course, only French riders are eligible, began with seven trial heats and two repechage heats at 666 meters, or one turn of the track, Delage, Poulain, Ludovic, Dupre, Devoissoux, Martin, Jacquelin and Quessard qualifying. The semi-final and final heats were at 1,333 meters and Dupre easily disposed of Devoissoux and Quessard in the first. The big surprise came in the second semi-final heat when Ludovic defeated two such men as Poulain and Jacquelin, in the order named. The third heat went to Delage. There was a succession of fake jumps in the final until Dupre gave a mighty jump off the last bank and got home by a half length over Delage, Ludovic trailing by a length. This was the 28th annual sprint championship.

Parent, Darragon, Ellena, Seres, Gombault and Bardonneau started in the 100 kilometers paced championship. Parent led from the start and at 50 kilometers succeeded in lapping Darragon, and 5 kilometers later again lapped the former world's champion. Darragon seemed to go to pieces after that and Parent simply went around him as he pleased, scoring 8 laps at 70 kilometers. The finish of the race resulted in practically a walkover for Parent, Darragon finishing 12 laps behind. Parent's time was 1 hour 15 minutes 17½ seconds. This makes Parent's second victory as he held the title last year, Darragon winning in 1906 and 1907.

The road championship also went for a distance of 100 kilometers, the course being between Versailles and Rambouillet. Alavoine rode a superb race, leading most of the way. Garrigou who held the championship two years, was compelled to withdraw after covering half the distance, because of sickness. Alavoine finished in 2:41:50½, which is a new record for the road. Lignon was second in 2:42:57½.

RECENT PATENTS.

910,226. Carburetter. William Ottaway, Aurora, Ill., assignor to Aurora Automatic Machinery Company, Aurora, Ill., a Corporation of Illinois. Filed May 10, 1907. Serial No. 372,846.

1. In a carburetter, the combination with a reservoir, a float therein, an upright depending tubular extension on one side of the reservoir, a tubular coupling member connection with the lower end of said extension, a plug located within and having screw threaded connection with the surrounding wall of said tubular extension, said plug extending below the lower end of said tubular extension and having a central passage open at its upper end and provided with a valve seat in its lower end, a valve stem in the said plug having a conical lower end fitting said valve seat, and the upper end of which extends above the said plug and upwardly into the said reser-

voir, said valve stem and the surrounding wall of the plug being formed to provide a longitudinal passage for the flow of liquid longitudinally between the valve stem and the plug, and a horizontally arranged lever within the reservoir pivoted between its ends and connected at one end with said float and at its opposite end with said valve stem, said valve stem being connected with the said lever by a slotted connection affording horizontal movement of said upper end of the valve stem relatively to the said lever.

910,965. Connector Attachment for Batteries. Johann F. Siems, Columbus, Neb. Filed June 24, 1908. Serial No. 440,193

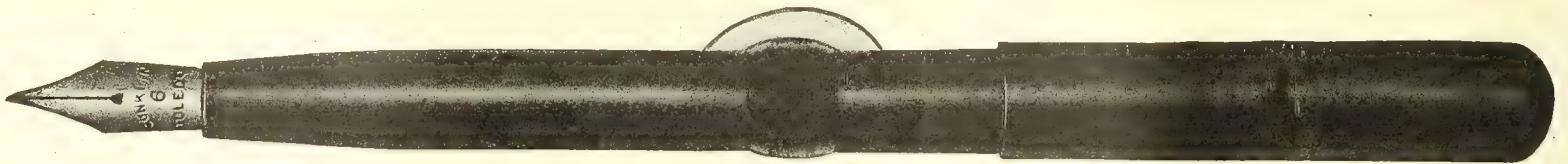
In connection with a dry battery, a carbon therein, a draw spring having a portion thereof undulating and embedded in said carbon and extending substantially its length, a portion of said spring which extends through the end of the carbon turned into a coil a slight distance therefrom, and

a knob upon the end of the spring and bearing against the outer convolution of the coil, as set forth.

913,961. Bicycle Frame. Axel Lavedahl, Aurora, Ill., assignor to Aurora Automatic Machinery Company, Aurora, Ill., a Corporation of Illinois. Filed Dec. 30, 1907. Serial No. 408,562. Renewed Dec. 12, 1908. Serial No. 467,220.

1. In a bicycle frame, the combination with the front fork comprising two fork members connected at their upper ends by a cross bar, a steering head in rear of the upper end of the fork, and a fork spindle rotatively mounted in the steering head, of links loosely connected at their rear ends with the fork spindle at points above and below the steering head and loosely connected at their forward ends with the fork, and a spring cushioning device connected at its upper end with the fork cross bar and at its lower end with the fork spindle at a point below the steering head.

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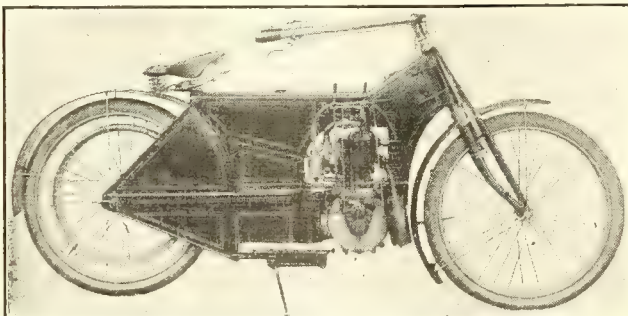
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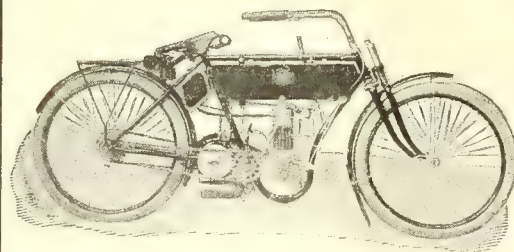
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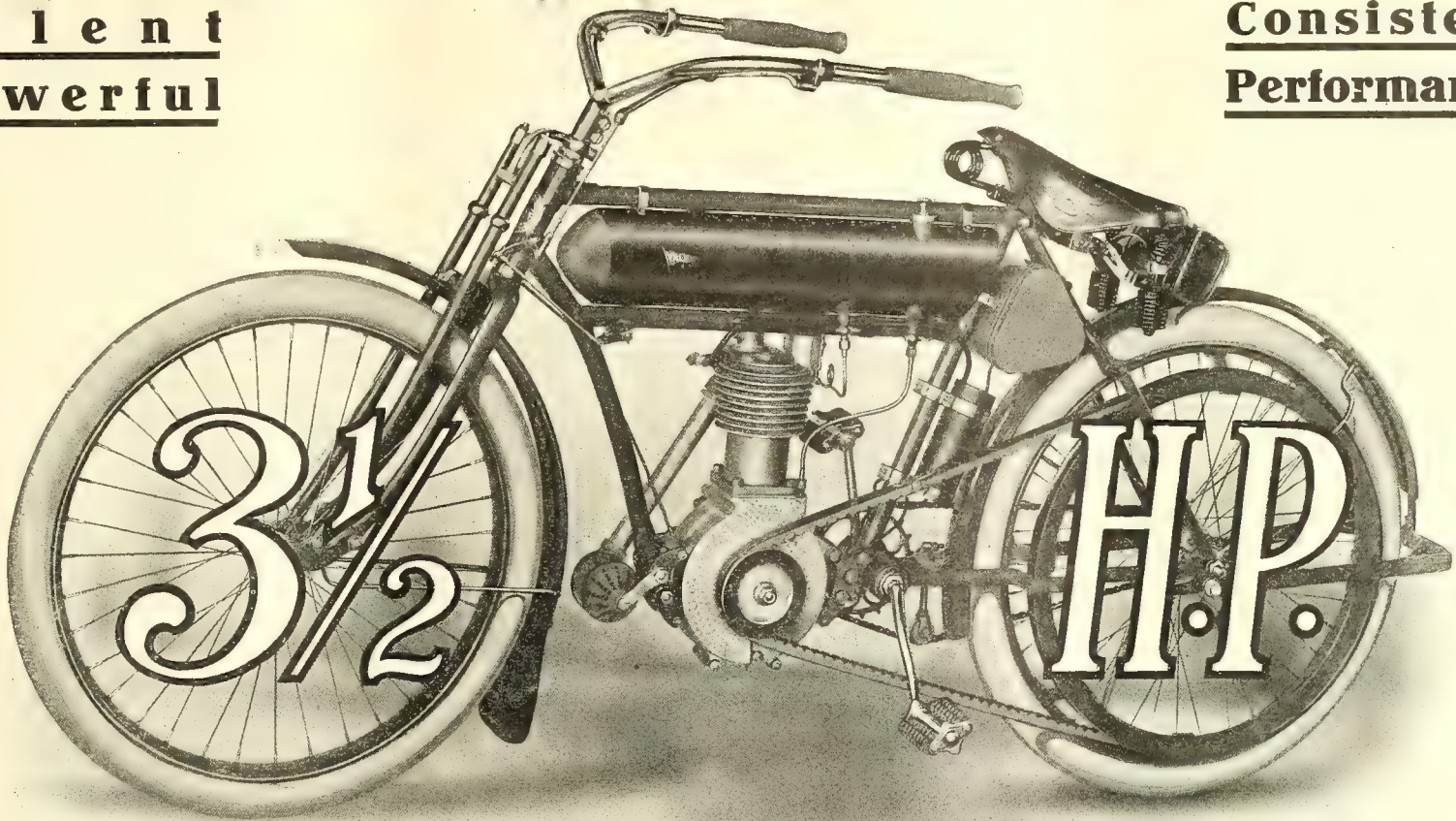
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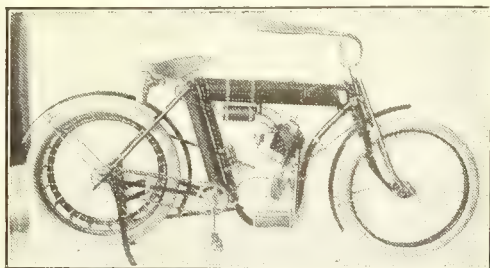
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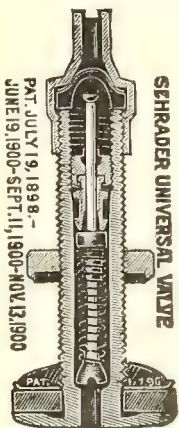
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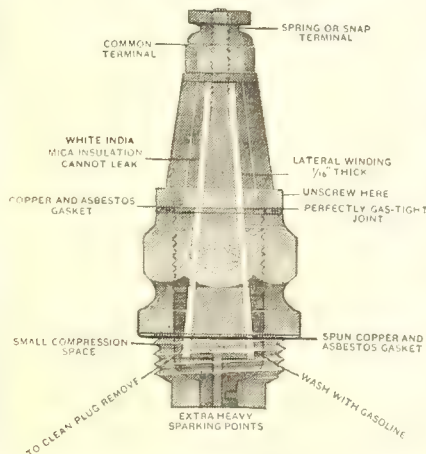
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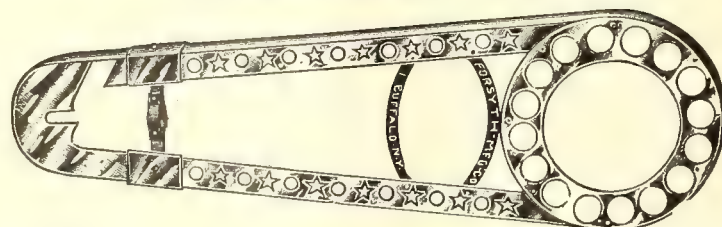
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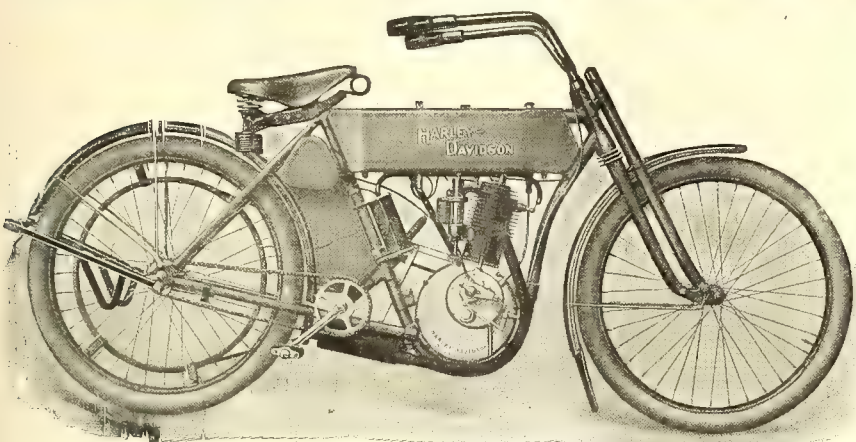
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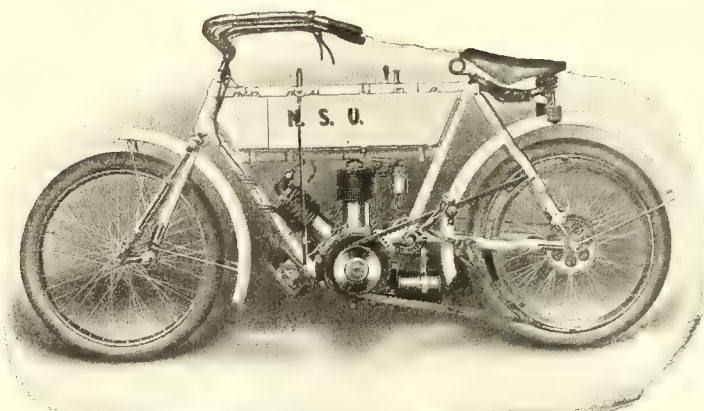
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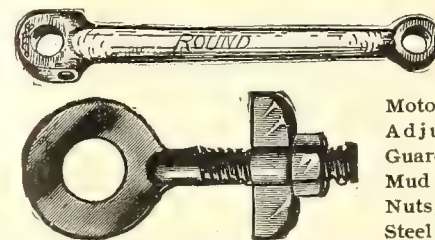
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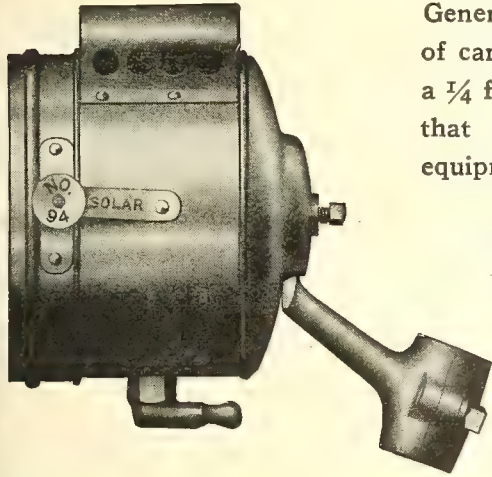
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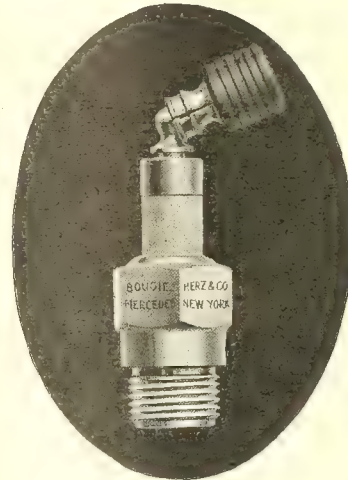
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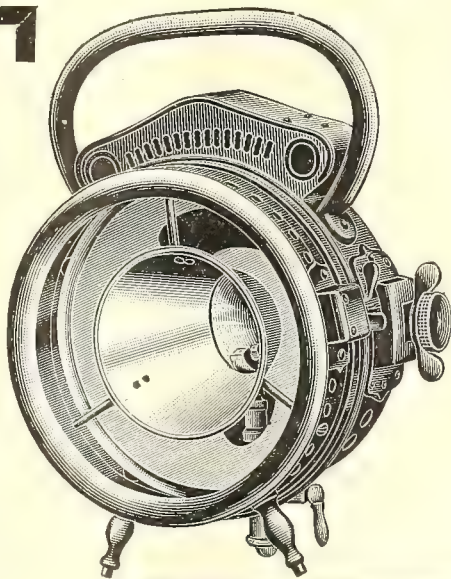
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FOR SALE—Indian tri-car, nearly new, guaranteed perfect condition. If interested, write to GLOVERSVILLE GARAGE CO., Gloversville, N. Y.

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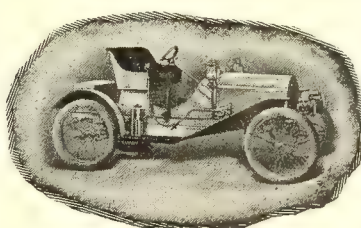
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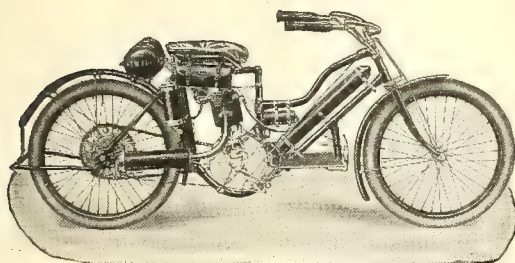
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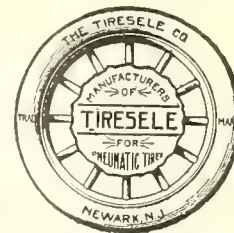
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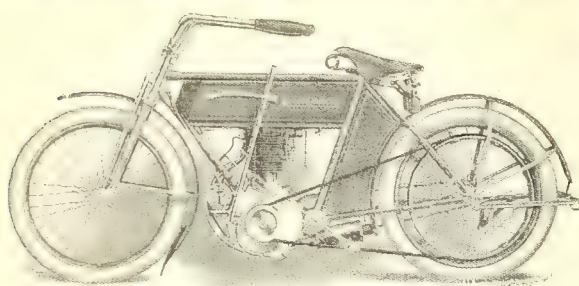
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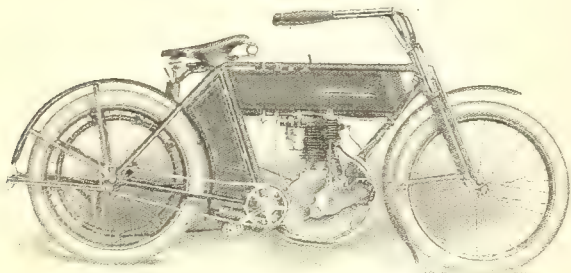
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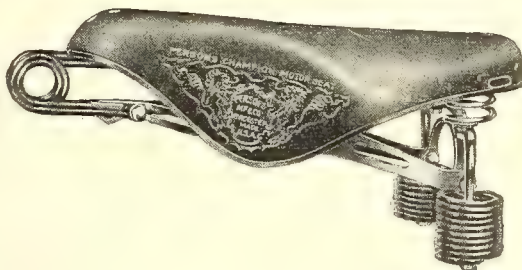
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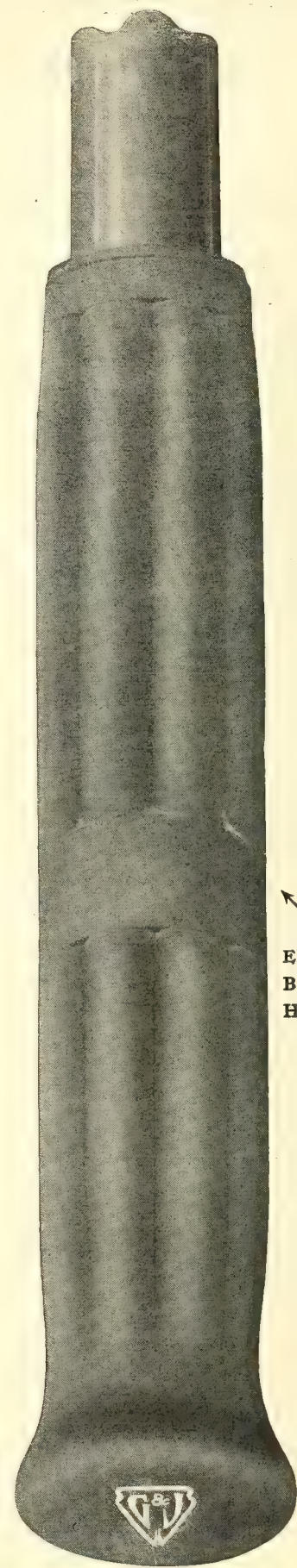


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And they cost no more than other brands.

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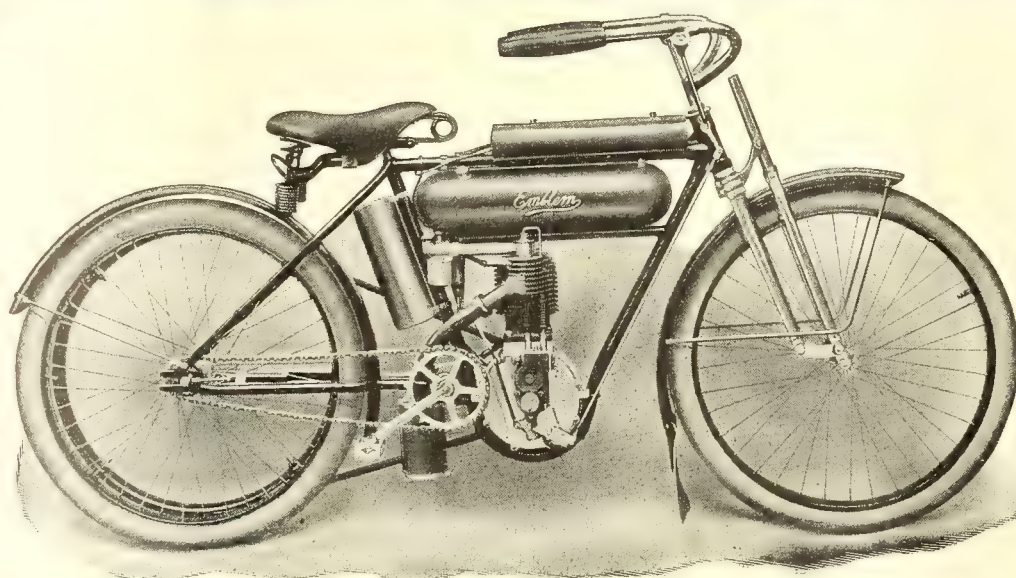
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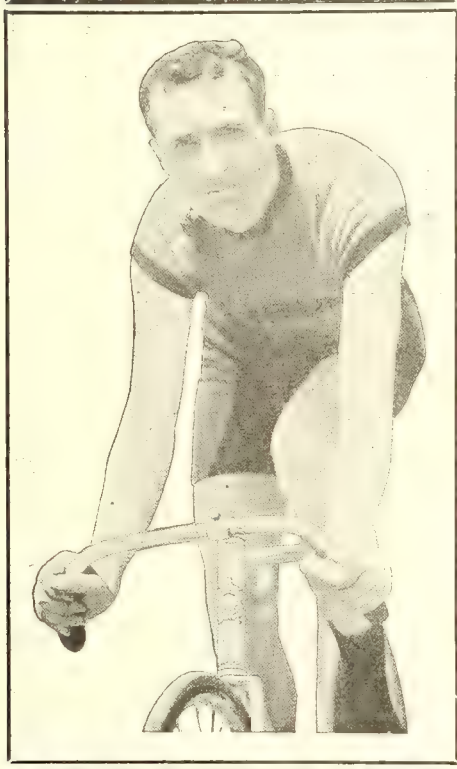
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These Are Road Racing Days



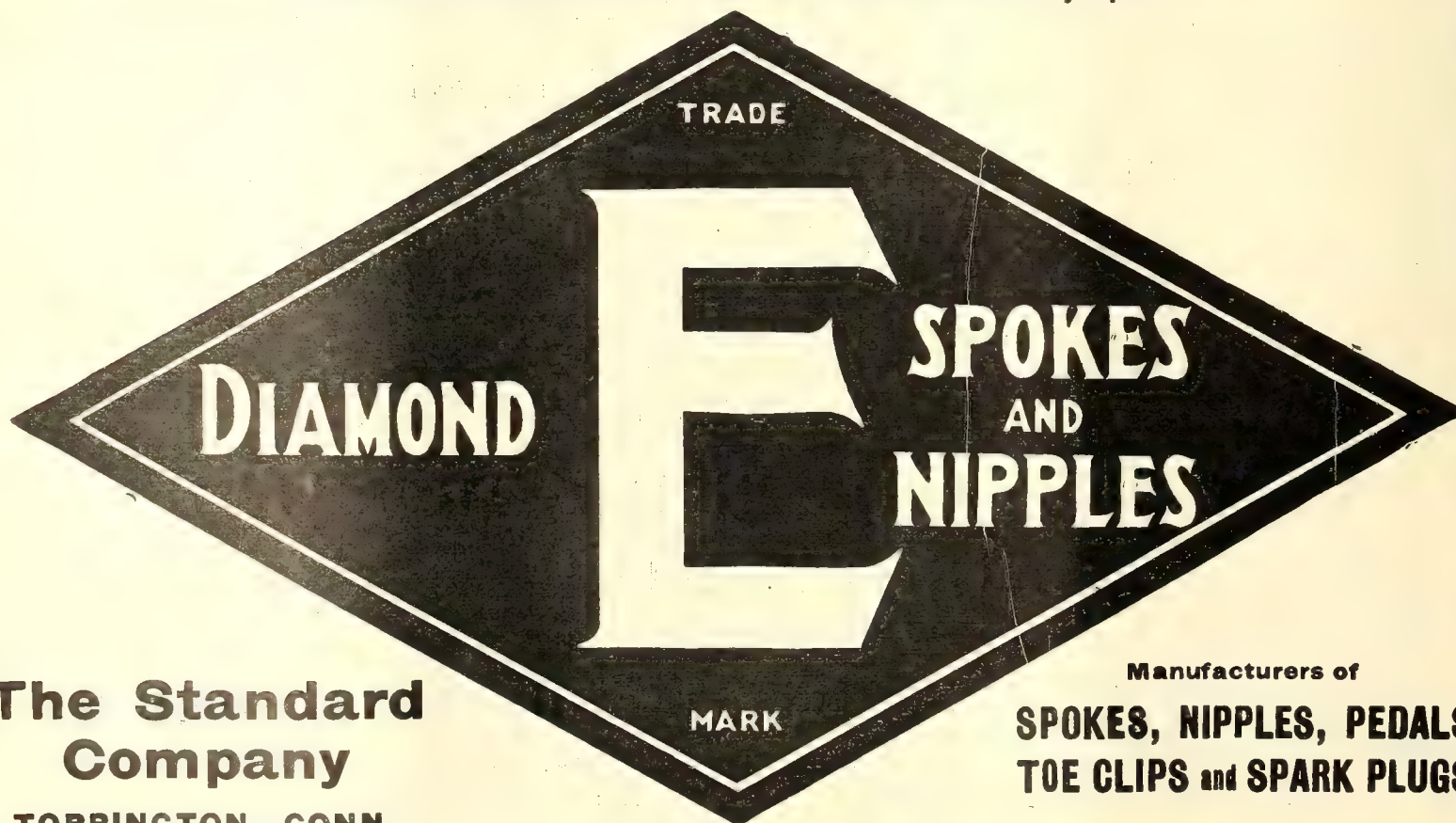
Are you in touch with the times? Do you know that all over the country there has been no such interest in road racing in many years? Are you taking advantage of the opportunities?

It takes GOOD bicycles as well as good men to win road races—or races of any kind for that matter. Here is where POPE WHEELS show their superiority and explains the reason for the great increase in their sale. COLUMBIA and TRIBUNE bicycles have been pre-eminently successful in racing events of every nature.

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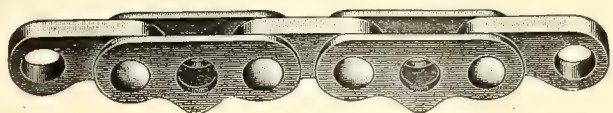
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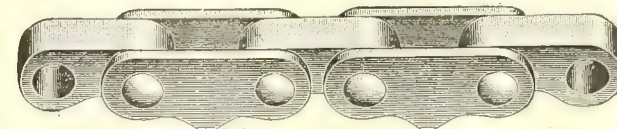
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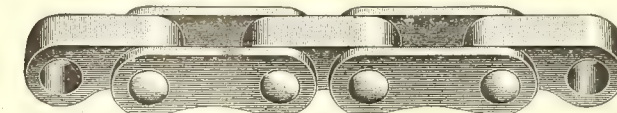
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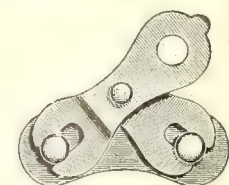
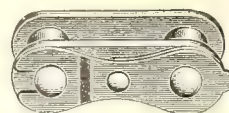
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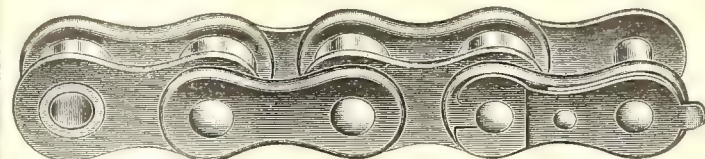
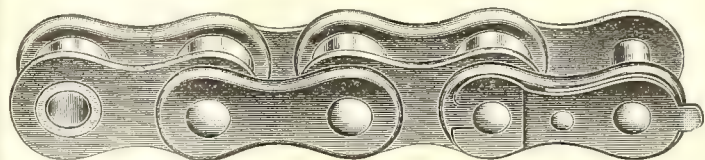
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ARE MADE IN ONE OF THE MOST MODERN OF AMERICAN FIRE-PROOF FACTORIES

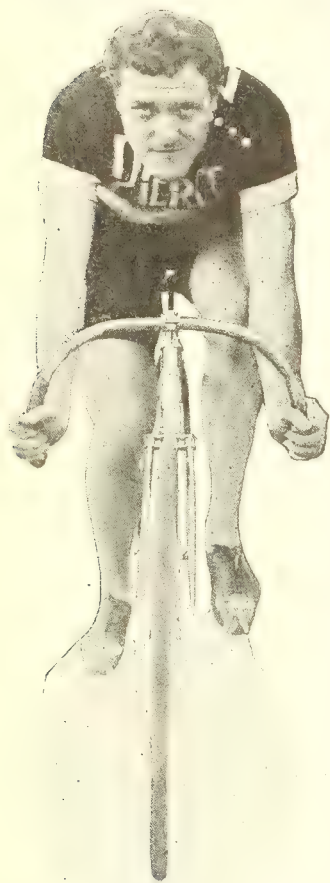
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VIEW IN CHAIN DEPARTMENT

San Leandro Meet Proves Triumph For **THE PIERCE**



FRANK L. KRAMER

WE have recently called attention to the fact that Pierce bicycles are ridden by the professional and amateur cycle champions as well as best racing men generally, to the exclusion of most all other makes. We have still another claim to make and it is, that the Pierce has a greater following than any other bicycle.

The Pierce Trophy race at San Leandro, Cal., on May 9th, brought out 57 riders and of these 33 were mounted on Pierce Bicycles. Nine other makes were represented, 7 being the second largest number of any one make. This proves the PIERCE

More Popular Than All Others Combined.

====Fastest on Track. Best on Road=====

THE PIERCE CYCLE CO., Buffalo, N. Y. Branches at
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The Most Advanced Ideas in Coil Construction are Found in the New



Many motorcyclists prefer battery ignition, and always will, for many reasons. A motor starts more readily on a battery; it is more flexible, that is, it may be run more slowly and also faster; dry cells are readily and cheaply purchased. All these advantages are lost, however, if the "ordinary" kind of coil is used. The new CONNECTICUT gives a hot, snappy spark all the time. It operates on but two dry cells, and it will give a greater mileage on the two than any other coil will on three cells. This has been proven by actual test.

The CONNECTICUT is the BEST, and it costs a little more. But you get value received for every cent you pay. For both single and twin engines.



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CHICAGO—1421 Michigan Ave.
BOSTON—109 Massachusetts Ave.

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Dealers!

Here is a tire that makes a strong appeal to the business houses that use bicycles, as well as the ordinary riders. This means a big increase in your tire sales and profits. The Goodyear Wrapped Tread is the best tire ever made for delivery wheels—those used in messenger service, or by butchers, bakers, grocers, florists, etc. The wrapped tread outwears several ordinary tires in the rough riding such wheels get. It makes the fewest repair bills, and is, in fact, the most economical tire the owners of these wheels can buy.

The Goodyear Wrapped Tread

"Built like the Goodyear Automobile Tire"

is the finest bicycle tire product of the Goodyear factories. This tire is built of the very same materials, and on the very same plan as the famous Goodyear Automobile Tires. Note the construction shown in the section to the right. The tread is toughened to the strength of rawhide by our secret process. Yet it retains all its resiliency.

This tough tread is so perfectly united to the soft rubber inside as to make them *one piece*.

Thus is the tire cured by the slow, *live steam process*, which, while very expensive, preserves the life of the rubber.

The Goodyear Wrapped Tread is made of the finest grade of *new* rubber, which is quoted today at \$1.20 a pound. We could use "Borneo" or "Guayule" at 35 cents a pound. But it won't do for a Goodyear.

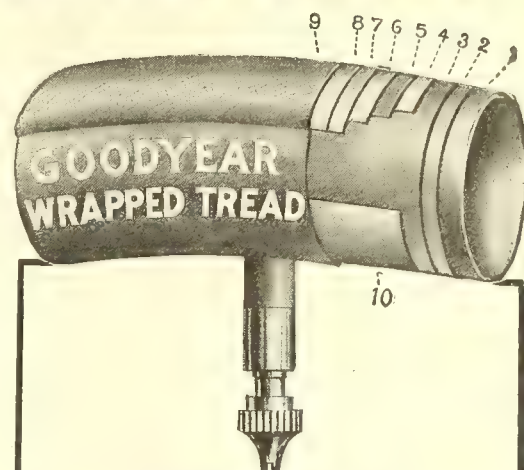
Send today for a sample section of this wonderful tire.

THE GOODYEAR TIRE & RUBBER CO.

"Makers of Quality Tires"

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BRANCHES: Atlanta, 90 N. Pryor St.; Boston, 201 Dartmouth St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 E. Fifth St.; Cleveland, 2005 Euclid Ave.; Denver, 28 W. Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad and Fairmount Aves.; Pittsburg, 5938 Center Ave.; San Francisco, 506 Golden Gate Ave.; St. Louis, 3935 Olive St.; Washington, 1026 Connecticut Ave.



Construction of the Goodyear Wrapped Tread Single Tube Bicycle Tire.

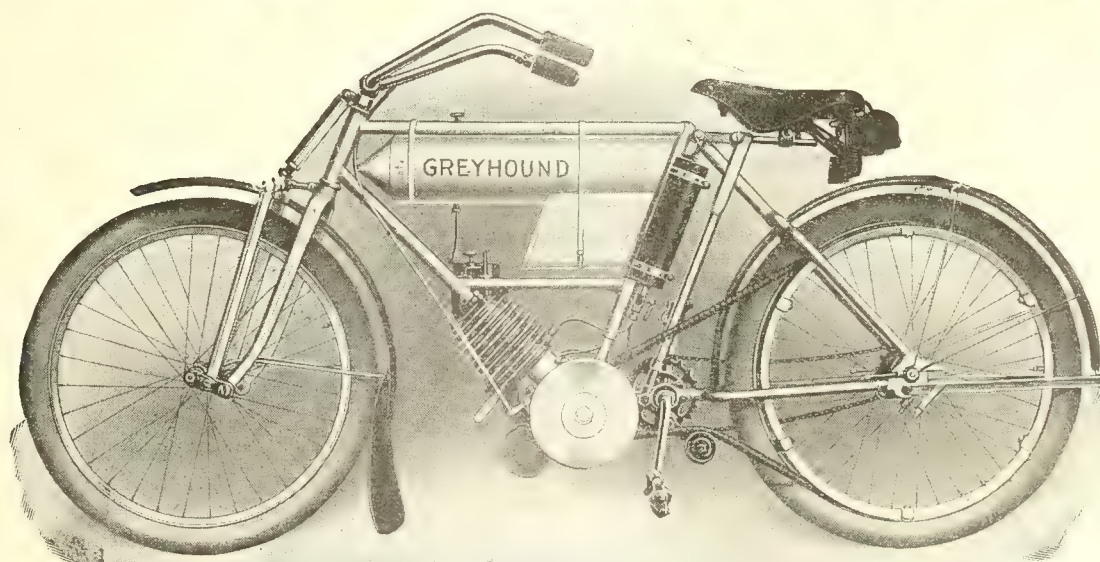
1. Para rubber Inner Tube.
2. Specially selected Sea Island Cotton.
3. Specially selected Sea Island Cotton.
4. Layer of springy rubber (for resiliency).
5. Breaker Strip. (See below.)
6. Layer of springy rubber for re-inforcing tread.
7. Extra layer of rubber for re-inforcing tread.
8. Extra layer of rubber for re-inforcing tread.
9. Cover of toughened rubber.
10. Re-inforcing strip to prevent rim cutting.

The Breaker Strip designates the point to which the tires can be ridden with safety before sending them back to be re-covered.

GREYHOUNDS READY

Got an early start last fall. Commenced shipping 1909 Greyhounds in December. Factory humming ever since. Result, more business and better service than ever before. Rate of production still improving and immediate delivery guaranteed. NOW is the word all over the shop.

Greyhounds are great motorcycles. Greyhound shock absorber kills the bumps. Fine motor. One-piece forged steel crank shaft.



Split crank case. High grade construction and equipment. Satisfaction and comfort for the rider. Good business for the dealer. Catalogue free, write us.

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Sales Agents Metropolitan District, THE BROWN-DEWEY COMPANY, 1697 Broadway, New York.
Sales Agent Chicago District, WHIPPLE THE MOTORCYCLE MAN, 260 W. Jackson Boulevard, Chicago, Ill.

THE
Racycle

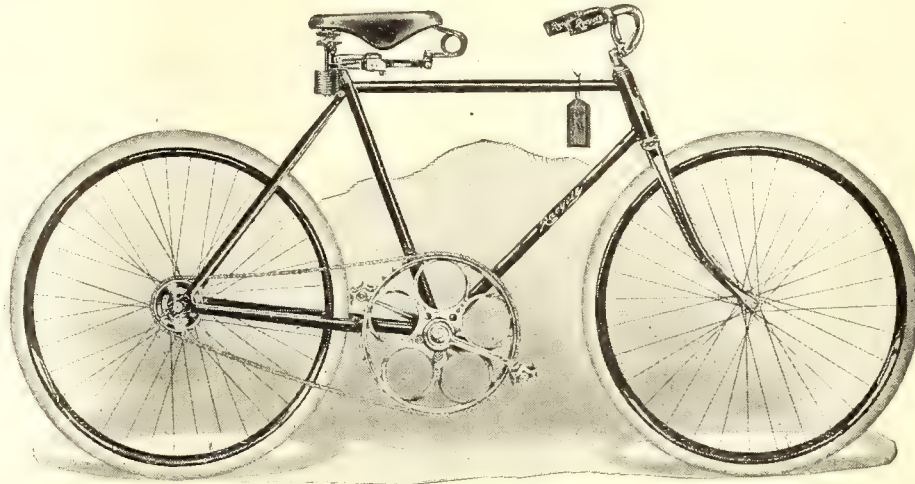
A Great Pair TO DRAW TO

THE
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The Two Most Profitable Agency Propositions in the World Today

Why not handle wheels for which there is a demand? You never hear our agents talking about business being dull, and you never hear of a dealer who is willing to give up our line. Why?

We spend \$25,000.00 every season for our agents, advertising our wheels for them. You can have a share in this by taking the agency.

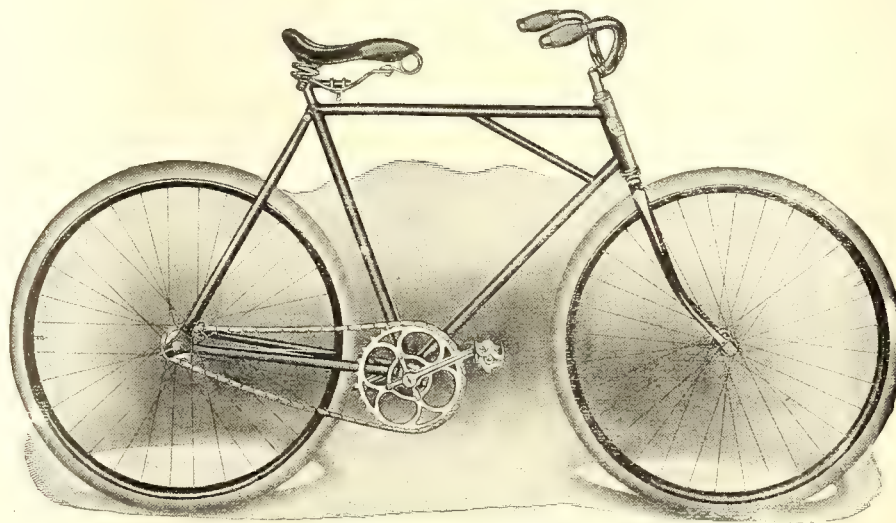


The 1909 Racycle

The interests of our agents are ours, and when they prosper, so do we. That's why we pull for our agents—that's why our agents succeed—that's why we have the finest agency system in the country.

Not only this year, but next year and all the time. We look out for our agents and give them goods that they can sell quickly and profitably and that stay sold.

Isn't it worth your while to investigate?



The 1909 Hudson

Our 1909 Racycles and Hudsons are better than they ever were. They are advertised more than ever before, and the demand has taxed the capacity of our enormous new factory. This means that our agents are doing the business. We sell no wheels direct—only through our regular agents. They get a direct benefit from all that we do to increase the business. Each agent gets a share of that \$25,000.00 that we are spending for them. How about your share? Don't stand still! You can forge ahead if you get started right.

Write to us and we will tell you how to start and how you can succeed.

The Miami Cycle and Manufacturing Company
Middletown, Ohio, U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, May 29, 1909.

No. 10

COASTER BRAKE SUITS AT HAND

**Infringement Proceedings to be Instituted
"All Along the Line"—Licensees Hold
Three Days Conference.**

There will be "something doing" in respect to coaster brake litigation and a great deal of it during the next few weeks.

In response to the call of E. E. Jackson, arbitrator, the five coaster brake licensees held a three days meeting in Farmington, Conn., last week, the chief result of which was a decision to institute proceedings "all along the line" for infringement of the several patents involved. There already are pending suits against the Buffalo Metal Goods Co., makers of the Atherton coaster brake, and against D. P. Harris, the distributor of the Atherton goods, but the intention now is to carry the war to manufacturers, jobbers and dealers who may be making use of infringements of any sort. It is possible that proceedings may be instituted against a few riders, also. As a matter of fact, this point was considered but was left undecided.

At last week's meeting several of those against whom suits will be filed were selected. It is known that amongst the number are an Ohio bicycle manufacturer, a department store in New York and jobbers in New York, Boston, Philadelphia, Baltimore and Chicago.

The gathering at Farmington was held in the Country Club and occupied Thursday, Friday and Saturday last, not all of the time, however, being devoted to business. It purposely was of a semi-social nature, several of those in attendance being accompanied by their wives, and golf, automobiling and other pastimes occupying a portion of each day.

Arbitrator Jackson was represented by F. R. Huntington, the others present being as follows: New Departure Mfg. Co., A. F. Rockwell, Dewitt Page and Gales P. Moore, attorney; Corbin Screw Corporation,

Charles Glover and C. A. Earl; Eclipse Machine Co., Ralph D. Webster; Miami Cycle Mfg. Co., K. R. Jacoby; Aurora Automatic Machinery Co., S. Florsheim.

Lockport Rubber Considering Sites.

The Lockport Rubber Co., Lockport, N. Y., of which Charles F. U. Kelly is president, whose plant recently was wiped out by fire, has not yet decided where it will rebuild. It is hardly likely, however, that Lockport will be the scene of its future operations. Several other towns have offered sites and other inducements and these are under consideration and a decision is probable in the very near future. The fire was as unfortunate and untimely as it was complete as the Lockport company was but just attaining its stride and getting its tires on the market. The loss was heavy and far from being fully covered by insurance, but despite the fact the company since has done itself proud by meeting all its obligations in full.

Robie Reports Well of the West.

F. C. Robie, of the Excelsior Supply Co., Chicago, was in New York this week and reported the bicycle business in the West to be in a healthy condition, while his business in motorcycles he described as "simply great," a fact which already was quite well known. Mr. Robie stated that the Excelsior factory has not been able to meet the demand for Excelsior motorcycles and as a result plans are making for a separate and larger plant, which will more than double present facilities. Several weeks ago the Excelsior people ceased to solicit new agents and since have concentrated their energies in the effort to meet the calls of their old ones.

New Company for Parts Production.

The American Specialty Co., Bridgeport, Conn., whose declared objects are the manufacture of bicycle and automobile parts, has been incorporated under the laws of that State with \$10,000 capital. Louis and Samuel Silverstein and Samuel Cohen are named as incorporators.

SENATE AGAIN TINKERS THE TARIFF

**Eliminates Tires from Metal Schedule and
Separates Cycles from Cars, but Specifies
"Finished" Parts Only.**

On Friday, 21st inst., the United States Senate reached and considered paragraph 140 of the tariff bill as submitted by its Finance Committee. Paragraph 140 is the one of particular concern to manufacturers of bicycles, motorcycles and automobiles, at least one of whom, as the *Bicycling World* reported two weeks since, had protested against the two-edged phraseology of the item which fixed a duty of 45 per cent. ad valorem on the three classes of vehicles and the parts thereof, "including tires, axles and ball bearings," to quote its exact language.

The specific mention of these articles had been inserted in the bill after it had been passed by the House and was due to the desire of certain automobile interests to force tires into the 45 per cent. column. At present when imported separately they are taxed 30 per cent. as a manufacture of india rubber. Their transfer to the metal schedule was so remarkable that it not unnaturally caused a great deal of comment and resulted in their elimination from paragraph 140 when it was discussed by the Senate on Friday of last week.

Senator Bulkeley, of Connecticut, read a letter from an unnamed gentleman who he said represented the manufacturers of automobiles, bicycles and motorcycles, in which this gentleman stated that these manufacturers did not consider the phraseology of either the House or the Senate bill important enough to delay the harmonious passage of the measure and quoted Col. George Pope, chairman of "the bicycle manufacturers tariff committee," that the language of either bill was acceptable, and also that "we do not object to the omission of the word 'finished.'"

The Senators devoted an hour or more to

the subject and when they were through with it, automobiles and finished parts thereof, not including tires, had been increased to 50 per cent., and bicycles and motorcycles being permitted to remain at 45 per cent., paragraph 140 as amended then reading as follows:

140. Automobiles and finished parts thereof, not including tires, fifty per centum ad valorem; bicycles and motorcycles, including the finished parts thereof, not including tires, forty-five per centum ad valorem.

Answering the inquiries of Senator Doliver as to the meaning and effect of specifying "finished parts" and of removing tires from the paragraph, Senator Aldrich denied that tires could be regarded as "finished parts," but to banish the question, the specific exclusion of tires was added. Senator Hale disclosed a parliamentary purpose in inserting the word "finished," pointing out that this change from the House wording would leave the matter open for discussion in conference, while if there were no changes from the paragraph as it came from the House, it would pass from further consideration. He urged that this part of the schedule should have the benefit of further discussion in the meaning benefit of further discussion in the meeting with the House conferees.

Exemption that is not Appreciated.

Under a new law which went into effect on May 1st, all business establishments in Australia are required to close at noon on Saturdays, cycle stores and a few others being excepted. The Melbourne cycle dealers, however, do not appreciate their exemption and as a result they have petitioned the authorities to rescind the exception made in their behalf and to make the half-holiday compulsory. The dealers reason that if all other establishments are closed it will not profit them to keep their shops open.

Where They are Manufacturing Elks.

Herman Kohl has joined hands with Harry S. Throop, the latter of whom is in business at 2000 South Main street, Los Angeles, and together and on a limited scale they are building the Elk motorcycle, which is of Kohl's design. The machine employs a mechanical valve engine, $3\frac{1}{4}$ by 3 11-16 inches, fitted with auxiliary exhaust ports. Either belt or chain transmission will be provided at the option of purchasers. A storage battery instead of dry cells is one of the features. Ten Elks are now in process of construction.

Extent of Italy's Import Trade.

During the year 1908 Italy's importation of finished bicycles increased from 4,384 machines to 7,541, of which Germany supplied 3,306 and Great Britain 2,275. The respective value of the bicycles was 739,160 and 1,281,971 lire, a lire being equal to 20 cents. In addition to the complete machines, Italy also imported cycle parts to the value of 5,244,000 lire.

NEW MOTORCYCLE FROM BUFFALO

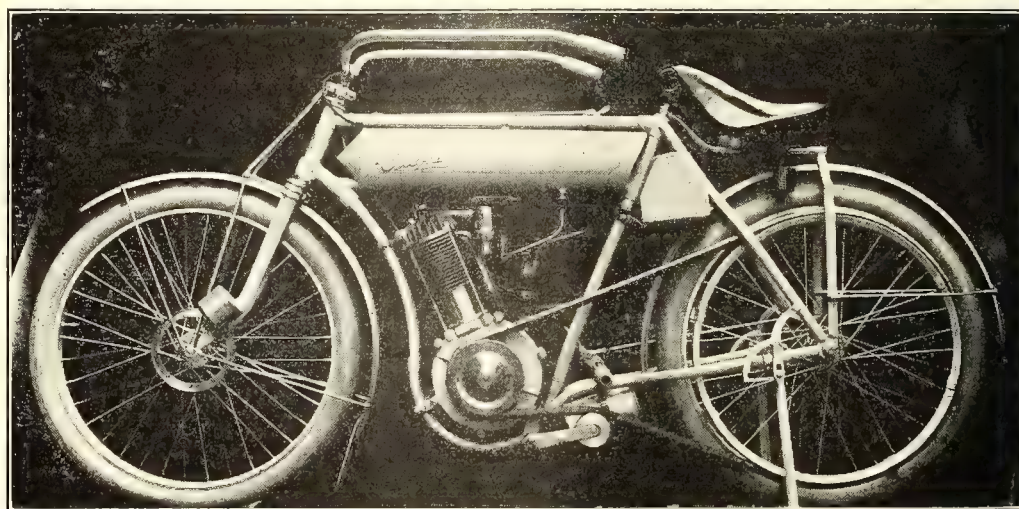
Has No Pedals but Possesses Several Novel Features—Automatic Lubrication the Most Notable One.

Of the several motor bicycles built on a limited scale, the Kiefler, made by the Kiefler Motor Works, Buffalo, N. Y., contains several departures from general practice, its method of automatic lubrication being particularly notable. It is made only in the single cylinder type, but according to its rating—5 horsepower—it is the most powerful of that pattern on the market. The motor is of the slow speed type and is mounted with a considerable forward in-

clination band brake $4\frac{3}{4}$ inches in diameter and with metal to metal friction surfaces. No pedals are used, the brake being operated by a foot lever, which is mounted on the tubular foot rest, which lies across the lower front stays. The Mesinger Cavalry saddle is mounted on an auxiliary rear attachment which gives the low riding position now in vogue, and allows of a wide range of saddle position. Gasolene and oil are carried in a double compartment torpedo tank, mounted between the truss tubes. The tank holds 2 gallons of gasolene and $\frac{1}{2}$ gallon of oil. The wheelbase measures 53 inches, and the wheels are 28 inches in diameter, shod with $2\frac{1}{2}$ inch tires.

How Clogged Mufflers Affect Power.

In a purely automatic machine it is im-



KIEFLER 5 HORSEPOWER SINGLE CYLINDER

clination in a double bar loop frame. Its unusually long cylinder denotes a correspondingly wide range of piston travel, and answers in part for the high power rating of the engine. Gas is admitted through an automatic inlet valve mounted directly over the exhaust valve. Ignition is by three standard dry cells, enclosed in a metal case, mounted in the rear of the seat mast tube. A departure from current practice is found in the lubricating system. Oil is led from the tank to a sight feed cup mounted on the engine base. On the upward stroke of the piston a vacuum is created which draws the oil from the cup into the engine base. A check valve is interposed in the feed pipe, between the oil cup and the engine, to prevent the oil from being forced back by the base pressure on the downward stroke of the piston. By this system the engine is regularly and automatically lubricated. Power is transmitted through a chain belt, the tension of which is regulated by an automatic idler. A pin is fastened to the side of the idler arm, so that the latter can be depressed by the foot, and the belt tension slackened when steep hills or heavy roads are encountered. Spark and throttle control is through friction levers mounted on the top bar of the frame. The ignition can be cut out by turning the left grip. The rear wheel carries a plain hub on which is mounted a con-

possible so to design the parts that impediments will not affect its efficiency. And so, when dirt is allowed to collect in the exhaust passages of a gasolene engine to the extent of stopping up their area by from 25 to 50 per cent. it is natural that the back pressure resulting will have a material effect on the power output of the engine. Choking of the muffler and exhaust passages is accompanied by overheating of the engine, and loss of power, and when these symptoms occur it indicates a clogging of the gas outlets. Although the fact often has been remarked, the muffler is about the last thing that is thought of or examined.

Fruitful Cause of Slow Leaks.

To avoid the vexing annoyance of slow leaks a tire valve never should be permitted to remain uncovered. If the cap be lost, cover it with a piece of leather or rag and fasten a rubber band or string around the stem. If dirt is allowed to enter, a leaky valve is bound to result.

How to Ruin Spare Inner Tubes.

To put an inner tube uncovered into a box full of loose tools, oil cans, etc., is only a little better than throwing it away. The tools will chafe and the oil will rot it so that if it holds air at all when inflated it may soon burst under weight of the machine.

ENLARGING HENDEE'S FACTORY

Big Additions Which Will Increase the Plant's Capacity—View of the Building as It Will Appear.

How the Hendee Mfg. Co.'s main factory building at Springfield, Mass., will look with the addition now in course of erection, is shown by the accompanying illustration.

The present structure is 150 feet long by 50 feet wide and four stories high. The ad-

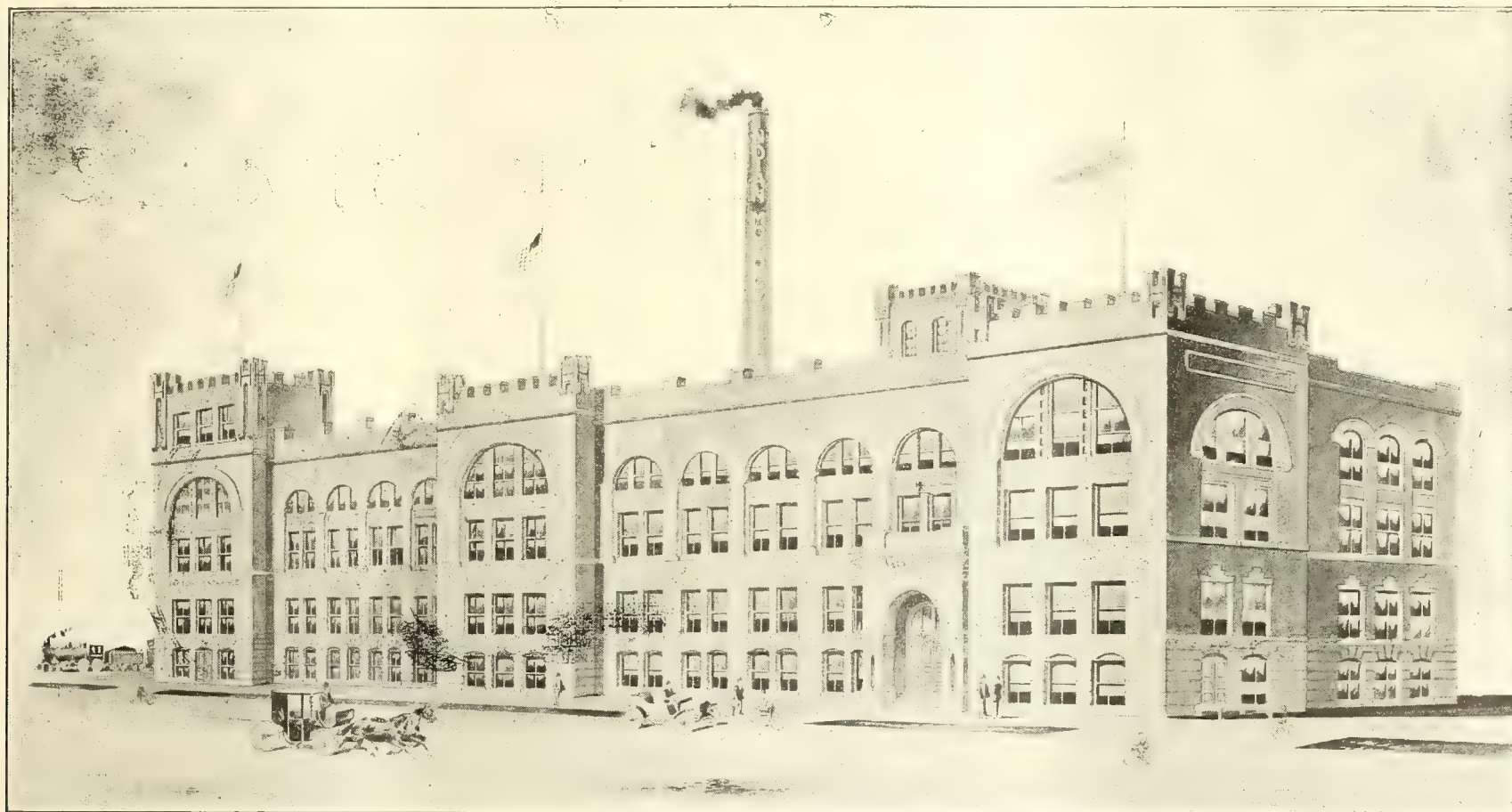
\$772,795 for the month of March, as against \$757,790 for the corresponding month in 1908, an increase of \$15,005. The increase is due wholly to the parts trade, the figures relative to complete machines showing a decrease from \$258,285 in 1908 to \$240,180 this year, a shrinkage of \$18,105. On the other hand the exports of parts jumped from \$499,505 to \$532,615, an increase of \$33,110, making the net increase \$15,005, as stated. The statistics for the first three months of the calendar year show a total of \$2,099,545 as against \$2,017,045 for the corresponding period last year. Here again

POPE RE-ASSERTS HIS LOYALTY

Resents Suggestion of Diminished Cycling Enthusiasm—Where the Factory Benefits by His Riding.

It was a bright, clear day and when the *Bicycling World* man met Col. George Pope standing in front of the Pope factory at Hartford, he gently twitted him.

"Waiting for your automobile, Colonel?" he laughingly inquired. "Don't you ride your bicycle any longer?"



HENDEE MFG. CO.'S FACTORY AS IT WILL APPEAR WHEN ADDITION, NOW BUILDING, IS COMPLETED

dition, which will match the existing design, will lengthen the building to 254 feet, and will have five floors instead of four, and a wing 30 by 50 feet, thus nearly doubling the available space.

Apart from and in the rear of the main structure as pictured, the Hendee people own and use a line of small buildings about 240 feet long by 40 wide and having a wing 30 by 50 feet. These were renovated during the winter and the sheet metal, grinding, polishing and plating department and the repair room and carpenter shop transferred from the main plant—a move that afforded room in the other departments for 350 men, who have served greatly to increase the output of Indian motorcycles this season.

It is expected that the enlargement of the factory will be completed by August 1st next.

British Motorcycle Exportations.

British exports of cycles and parts, not including motorcycles, reached a total of

the increase is in the value of parts exported, the exports of complete machines declining from \$672,660 to \$607,570, a decline of \$65,090, while the exports of parts expanded from \$1,344,385 to \$1,491,975, an increase of \$147,590, making the net increase \$82,500.

Replacing Drive Chain Links.

When replacing the detachable link on the long motor drive chain it is advisable, contrary to general practice in this respect, to place the removable sideplates and snap spring retainer on the inside of the chain and next to the spokes. The reason for this procedure is that if the spring be placed on the outside of the chain it is very apt to be torn off when the long chain brushes against the inside of the short drive chain, and permit the link to become separated.

Aligning the Belt Pulleys.

If a fan belt is constantly breaking or jumping off the pulleys, their alignment should be verified.

Col. Pope long has been one of the most consistent cyclists in the Pope establishment and he bristled up at once.

"Don't ride my bicycle? You bet I do, and it's a good thing for these people (pointing toward the Pope factory) that I do ride it. They get so much more work out of me that they can afford to pay me to keep on riding. I don't believe I could work properly if I didn't ride; and I mean it, too," he added in a tone that left no doubt of his earnestness.

French Issues a Jobber's Catalog.

Howard A. French & Co., of Baltimore, Md., have regularly entered the lists as motorcycle jobbers. They just have issued their first catalog of motorcycle accessories which in itself is a neat publication.

Dyche Handling Cycles in Lawrence.

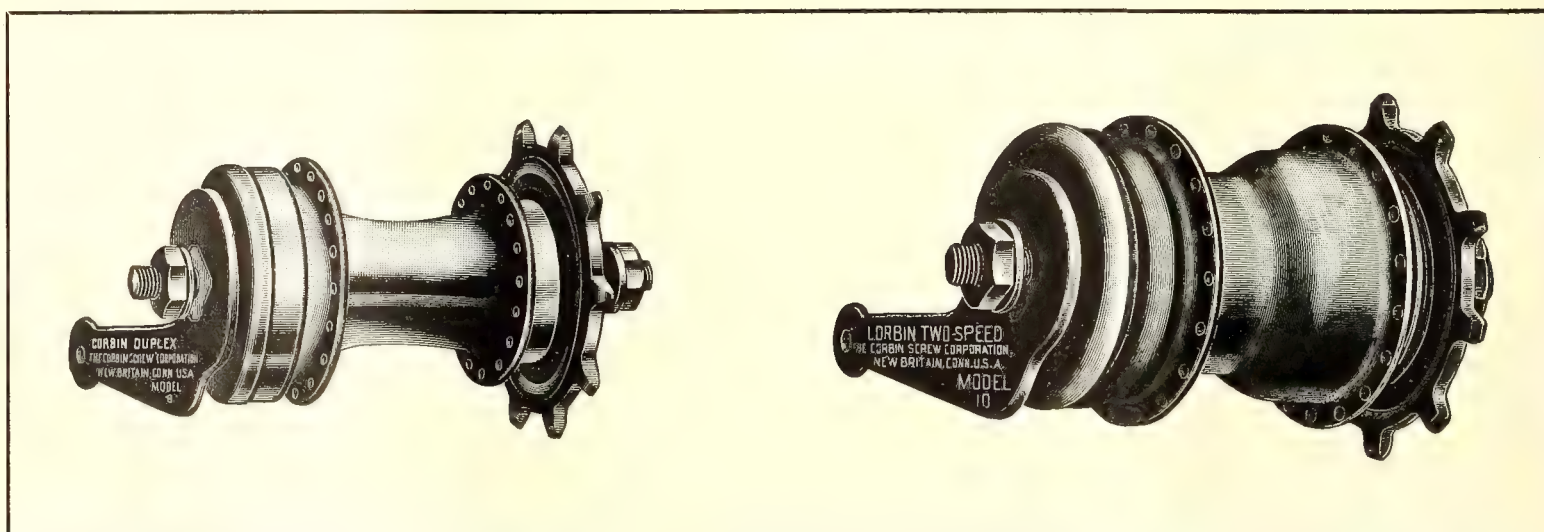
Walter Dyche has opened a bicycle store and repair shop at 644 Main street, Lawrence, Kan. He is operating under the style Dyche Bicycle Exchange.

There is

MORE PLEASURE AND LESS TROUBLE

contained in a

Corbin Coaster Brake



than is contained in any cycling device on the market. Unless he has used a Corbin no rider is truly competent to pass an opinion.

CORBIN SCREW CORPORATION

LICENSED COASTER BRAKE MANUFACTURERS.

NEW BRITAIN, CONN., U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 29, 1909.

"Enclosed find check for renewal of my subscription for another year. The Bicycling World maintains its reputation with me. As a motorcyclist I await each issue with a sense of gaining some knowledge from its pages."—A. M. I. Sheeder, Minersville, Pa.

Tampering with Official Emblems.

Official emblems are among the most prized and most personal and sentimental possessions of an organization of whatever sort. They are not lightly to be altered or tossed aside and we know of no instance in which such a symbol has been designed or redesigned without specific instructions from the membership body.

That the executive committee of the Federation of American Motorcyclists very greatly exceeded its authority in voting to alter the official design of the official emblem of the organization scarcely admits of question and it is earnestly to be hoped that it will acknowledge the fact, and before proceeding further will await the authority and approval of the general membership, without whose authorization no design can be accepted as either official or final.

If this were not the case, any succeeding executive committee may find that it does not like the altered design and undertake to order and provide a new one, and if the

existing precedent is permitted to stand, it will have ample warrant for so doing. It is therefore a mischievous precedent and one that may affect thousands of members. As it is, if the F. A. M. executive committee persists in its present course it will render valueless and "unofficial" the nearly three thousand badges which already are in existence and require that their owners become possessed of the newer ones.

As it is certain that some of those affected will, at the annual meeting of the organization, challenge the right of the executive committee to alter the official insignia, it would appear good policy and good judgment on the part of the officials to stay further action and to ask the approval of the membership rather than to be questioned and thrown on the defensive at the risk of having their course reversed.

While the simile is exaggerated the principle involved is the same as if President Taft and his cabinet should take it upon themselves to adopt a new design for the American flag.

Veto that Serves Cycling Interests.

Although there is no evidence that he permitted the fact to bear weight, Governor Hughes nevertheless performed a service for cyclists and cycling when, on Thursday last, he vetoed the automobile bill which sought to remove all specific speed limits in New York State.

Although usually it is the horse-drawn vehicle that is cited as being endangered by the excessive speed of automobiles, the fact remains that it is the person mounted on two wheels who is subjected to the greatest risks. He is practically at the mercy of every person using four wheels of whatever sort and in the event of accident always is the chief sufferer.

Unlimited speed is not good for any user of the public highways and such speed as automobiles are capable of is sufficiently fearsome in itself to discourage the sale and use of bicycles. When automobilists are permitted to choose any pace that suits their individual fancies, few men will care to permit their children or womenfolk to go about on bicycles.

Governor Hughes's veto of the bill served to preserve also the many local ordinances applying to bicycles and motorcycles. For the State law applying to cycles forbids the enactment of any ordinance restricting them to any lower speed than is permitted any other class or kind of vehicle—a fact which is generally overlooked. Had the automobile bill become a law, the speed limit

would have been lifted from cyclists also and scores of local ordinances been nullified. Few reasonable cyclists will favor or relish such a state of affairs. The veto was a good thing all around.

Admitting Fault Where None Exists.

In a letter printed in the English publication which has been poohpoohing the American motorcycle records and pretty much everything else American, the president of the Federation of American Motorcyclists "acknowledges" that the failure of the Britishers to recognize our records "is very largely our fault, since we have not kept your governing body informed as to the records made on this side of the water." "I am preparing a complete list of our American records," he adds, and this will be sent to the English governing body to supply the deficiency.

Making due allowances for his good intentions, it is to be observed that the "acknowledgment" and procedure of the president of the F. A. M. is as remarkable as it is novel. There never was a time when the governing body of one country submitted or found it necessary to submit its records for the acceptance or recognition of the similar body of any other country, and there is no reason why this should be done. The government of one nation has faith in the government of other nations, and if it is a modern government it keeps itself informed regarding the doings of the rest of the world as they occur. It does not live in the dark or close its eyes to the truth. The English body never has submitted its records to the F. A. M., and there is no particular reason why it should do so. Because we believe their officials to be honorable men, we have not questioned or poohpoohed their performances. We gave credit where credit was due and withal contrived to keep ourselves well informed.

To acknowledge fault where none exists is diplomacy of the sort calculated to bring smiles to those for whose benefit the admission is made.

Although he uses the personal pronoun, it is assumed that the records which are to be submitted for the recognition of the foreign body, are those tabulated by the F.A.M. competition committee and not by the president himself. This reflection is necessary as in the course of his communication acknowledging our "shortcoming," the head of the F. A. M. cites a particular American record which he states has been standing for four years, but which nevertheless never

has appeared in any table of records, official or otherwise, ever compiled or printed. There may be no doubting the correctness of the performance in question, but it never was booked simply because with charming guile we adopted and enforced the foreign rule which sets 110 pounds as the weight limit which would entitle motorcycle records to official acceptance. Although not a party to the convention which adopted it, we accepted the rule in good faith and rigidly adhered to it until it was discovered that none of the foreign bodies—Great Britain included—that were responsible for it were respecting it. As the result of thus keeping our records above question, a number of Americans not only were shorn of credit to which they were entitled, but at least one of them was disqualified after winning a national championship—to which the 110 pound limit had been applied—solely because his mount was slightly overweight.

When America established its own standard, necessarily only the 110 pounds records remained. In all fairness the new rule could not be made retroactive since no account had been kept of performances on machines of greater weight or of any capacity; and it is not possible at this late day to search the past and attempt to revive records that are beyond recall. There is no occasion or warrant for it and no reason or justice in such procedure.

If our esteemed American contemporary which, while denying that it "suspects" the motorcycle records made at Los Angeles, asks in the same breath, "Are they bona fide?" had but taken the trouble to read the F. A. M. rules, it would have spared itself the assertion that "at the present time the F. A. M. has no way of passing upon the truth or falsity of any record claimed." When the rules so plainly provide for the safeguards that it urges be provided, and when inquiry would have answered all the questions that it asks, it scarcely was graceful or necessary to cast a shadow on the records—a shadow that will be as sunshine to the anti-American skeptics abroad who, following their natural bent, also had arisen to question the performances.

"Enclosed find money order for another year's subscription for the Bicycling World. Glad you did not stop our paper when time was up as the Bicycling World is the only motorcycle and bicycle publication that hits the spot."—Durham Bros., Pine Bluff, Ark.

CORRESPONDENCE

The Events that Should be Boosted.

Editor of the Bicycling World:

Enclosed is a copy of a letter from the president of the F. A. M. which we received together with entry blanks for the Wilkes-Barre Automobile Club's hill climbing contest on Decoration Day and which, as you will see, tells us that it is "up to" us to support the event with one or more entries and that if we fail to do so we cannot expect automobile clubs to continue to hold motorcycle events in connection with their meets. I presume other manufacturers received the same letter, but I cannot refrain from expressing surprise that the president of the F. A. M. should go out of his way to boost any particular event, least of all an automobile affair. Perhaps I look at the situation too seriously, but I have yet to find where motorcycles stood any show or profited much in events promoted by automobile clubs and I feel quite sure that if the president of the F. A. M. had tried to boost a simon pure motorcycle event—the New Jersey Motorcycle Club's endurance contest, for instance—he would have done more for the motorcycle interests generally.

AURORA AUTOMATIC MACH CO.,
By George W. Sherman.

Symptoms of a Weak Battery.

Editor of the Bicycling World:

I have a 3 horsepower single cylinder Thor motorcycle, the engine of which with the right grip turned on, occasionally "balks" or spasmodically stops. The same trouble appears when ascending a hill when right control is on in full and the left control is then partly turned on.

After dismounting and then remounting and getting a fresh start, the motor will work all right for a while. It works all right on the stand. Will you tell me the cause of the trouble and name the remedy?

F. A. HARENBERG.

["Balking" and spasmodic action may be due to a great variety of causes, ranging from a poor mixture to water in the gasoline, or an obstruction in the tank or feed pipe, but the fact that your trouble comes when advancing the spark and that the motor runs properly while on the stand, but balks when submitted to the load of the road, indicates nothing more serious than a weak battery. Those are two of the first and best symptoms of a weak spark.]

Excelsior Corrects an Error.

Editor of the Bicycling World:

We find that we made a mis-statement in our ad. in your publication of May 1st and wish to set ourself right before your readers.

In this ad. in which we claim the Excelsior beat the time of the automobiles, we based our information on newspaper

clippings sent us from Redlands and nearby California cities, in all of which they laid stress on the fact that the motorcycles defeated the automobiles, and such was our belief until several days after the publication of this ad. when we learned the error in our information.

We have no desire to claim that to which we are not entitled, and would therefore be pleased to have you publish this letter, if you have space therefor.

EXCELSIOR SUPPLY CO.,
By Frederic B. Hart.

Wills's Was a Paced Record.

Editor of the Bicycling World:

On page 259 of the Spring Number of the Bicycling World, under the head of "Professional Track Records," the 15th line from the bottom reads: "61 m. 409½ yards, Unpaced, against time, A. E. Wills, Munich, Aug. 17, '08, 1:00:00." Should it not read "paced" instead of unpaced? Have noticed in the papers where it said he was paced.

TOM WARD.

[It was a typographical error and should have read "paced." Bertin was Wills's pace-maker when the record-breaking ride was made.]

One Way to Suppress the Nuisance.

Editor of the Bicycling World:

I have read with interest your editorial on Open Mufflers. I think the proper procedure on this question is for the manufacturers to "take the bull by the horns," as we have done, and equip motorcycles without cut-outs.

Why not advocate this method?

AMERICAN MOTOR CO.

[We already have advocated it.]

Connecticut Moulding a Stricter Law.

Connecticut's revised motor vehicle bill, which defines motorcycles as "vehicles having two wheels in contact with the ground," passed the Senate this week and is expected to pass the House without substantial change. So far as motorcycles are concerned, the new bill continues the one-inch numbers now in vogue, but instead of an annual fee of 50 cents for a license and 50 cents more for registration, a registration fee of \$1 is imposed and if the measure means what it says, a \$2 operator's fee will be exacted. Dealers are taxed \$20 per year. Non-residents are exempted for a period of ten days in each year. While any "reasonable and proper" speed is permitted, greater than 25 miles per hour, or 10 miles when approaching a crossing or bridge, or when descending a hill or rounding a curve, or 3 miles per hour when passing a street car about to discharge passengers, is deemed prima facie evidence of unreasonable and improper speed. The fines are much heavier than in the present law, and suspension and revocation of licenses are provided for. "No motorcycle shall be operated with its muffler open," is one of the specific provisions of the bill.

DEROSIER QUILTS LOS ANGELES

Enraged, He Refuses to Ride and Hurries Home—But Lingenfelder, Balke and Ward Keep Records Moving.

Los Angeles, Cal., May 23.—Jacob Derosier got mad and refused to play today, and if he carries out his threat he will shake the dust of California from his shoes and return to the East before another sun has set. [Derosier arrived in New York yesterday (Friday) morning.]

Derosier has been burning to regain the

by Graves, was the man who delivered the hardest thumps. In the 8 miles open he sliced 11 seconds from Derosier's old record of 6:39, and in the 25 miles open he covered the distance in 24 minutes 10 seconds, Mitchel's old competition record being 25:07.

Charles Balke and A. Ward shared honors in the amateur events and to the former fell three world's standing start records; Ward slashed the 10 miles competition record with his N. S. U., covering the distance in 8:08½, Huyck's old record being 8:12. Balke on a Thor in the three heats of his standing start match against Seymour broke the records for one mile, two miles

the smoke from Derkum's engine almost obscured the track, he managed to break Mitchel's competition record, finishing in 24:10. From a competitive standpoint the race was uninteresting.

Balke had a regular field day. In his match against Seymour he won three straight heats and in each broke the world's standing start records for the distances. The first heat was at two miles, which Balke won in 1:52. In the four miles match he covered the distance in 3:50¾. Then a final heat of one mile was run in which Balke triumphed, the distance being covered in 1:00¾, another record. In the four miles handicap Balke was conceded 1½ laps and won the race, with Graves, on a 7 horsepower Indian, from scratch, second.

The other amateur race in which a world's record was wiped from the books was the 10 miles handicap. Ward won in 8:08½, the old record being 8:12. Derosier claims that the scorers made a mistake and sent Ward only 34 laps, instead of 35. The summaries:

Two miles amateur, for stock machines—Won by Herman Kohl, Elk; second, Erwin Knappe, Indian; third, Charles Balke, Thor. Time, 2:10.

Match race between Charles Balke, Thor, and R. Seymour, R-S (standing start)—First heat (2 miles), won by Balke. Time, 1:52 (world's record). Second heat (4 miles) won by Balke. Time, 3:50¾ (world's record). Final heat (1 mile), won by Balke. Time, 1:00¾ (world's record).

Four miles handicap, amateur—Won by Charles Balke, Thor (1½ laps); second, M. J. Graves, Indian (scratch); third, R. Seymour, R-S (1½ laps). Time, 3:19.

One mile against time, professional—By Paul Derkum. Time, 0:48¾.

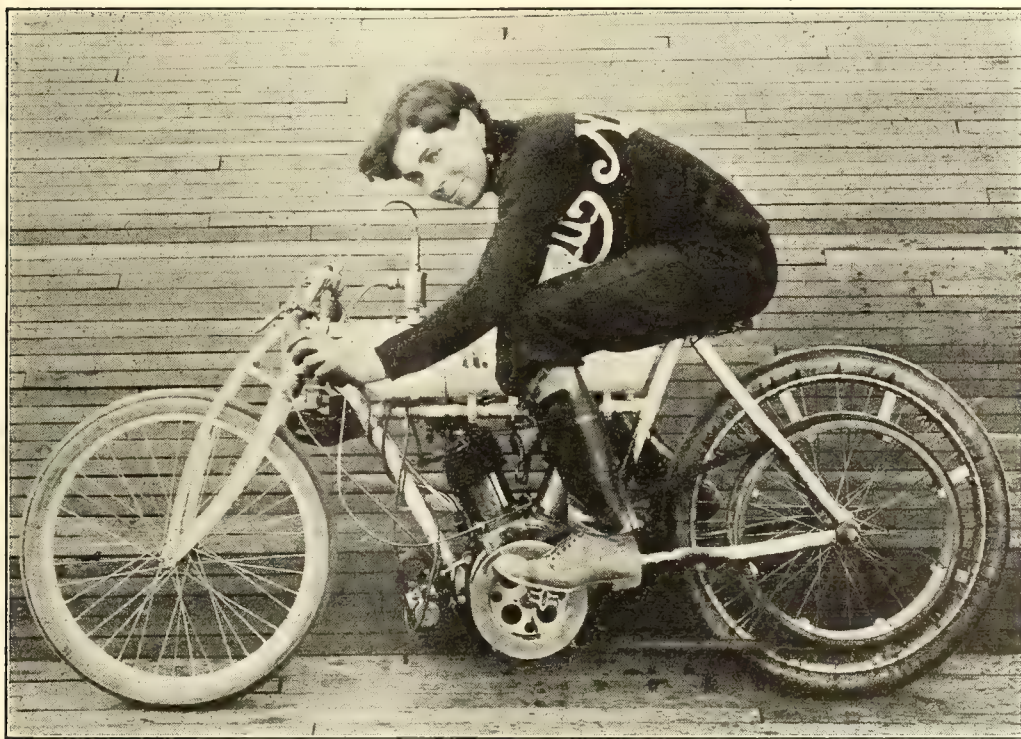
Eight miles, scratch, professional—Won by Edw. Lingenfelder, N. S. U.; second, Paul J. C. Derkum, R-S; third, Arthur Mitchel, N. S. U. Time, 6:28. (World's record.)

Ten miles handicap, amateur—Won by A. Ward, N. S. U. (scratch); second, R. Seymour, R-S (3½ laps). Time, 8:08½. (World's record.)

Twenty-five miles scratch, professional—Won by Edw. Lingenfelder, N. S. U.; second, Paul J. C. Derkum, R-S; third, Arthur Mitchel, N. S. U. Time, 24:10 (world's record).

Runaway Horse Kills Motorcyclist.

The danger of leading fractious horses upon the public highways again was demonstrated on Tuesday last, 25th inst., when Earle Studwell, a Stamford (Conn.) motorcyclist was killed in a most distressing accident at Shrewsbury, Mass. James Kneeland, a livery employe, was taking two horses to a purchaser, riding one and leading the other. The latter became frightened at a passing street car, broke away, and ran down the street just as young Studwell came along on his motorcycle. The unfortunate rider did not have time to get out of the way and the horse knocked him from



A. WARD, WHO WROTE HIS NAME ON THE RECORD TABLE

mile record and as today the conditions were perfect, he and Graves had primed themselves for the attack which a hard-hearted management refused to permit. As the result of this refusal, Jake worked himself into a towering rage and not only refused to ride, but protested all the machines in use, and locked up his own racers and vowed he would get out of Los Angeles as quickly as the train service would allow. During his stay here he has seemed to imagine that the whole world was conspiring against him. Incidentally, all of the motors, including Derosier's, which were protested last week, were examined and found to be within the 61 limit.

What made Derosier maddest was the fact that Derkum was allowed to make a mile trial—an unsuccessful one—against Derosier's record of 47½, made a week ago. Derosier had signed also to ride in an hour open race, but the program was altered.

Despite Derosier's absence, Old Father Time received several solar plexus thumps. Edward Lingenfelder, who now has transferred from the single Thor upon which he made such good performances, to the big N. S. U. formerly ridden

and three miles, the respective times being 1:00¾, 1:52 and 3:50.

Lingenfelder certainly rode superbly in the 8 miles open for professionals, lapping both Mitchell and Derkum, covering the distance in 6:28, a new world's record. The machine he rode was the same N. S. U. that Derosier previously had protested and which, when measured, was found to be under the 61 cubic inches piston displacement allowable under the rules. After the machine was measured last week it was sealed and Lingenfelder rode it today with the seals intact, so that there would be no question about the time.

The 25 miles race had only three starters—Lingenfelder, Derkum and Mitchel. Lingenfelder was all the class to the race and went like a streak until he was compelled to slow because of the smoke from Derkum's machine. He stopped once to change a spark plug, while Derkum got along all right until a wire connection broke. Then he switched to another machine, which was full of oil. While all this was going on Mitchel flooded his carburetor and the machine caught fire. It was extinguished with Derkum's long coat. Although Lingenfelder had to slow because

his machine. One of the animal's hoofs struck him in the chin, breaking the jaw and snapping the vertebrae at the base of the brain. Dr. Wilbur H. Bliss responded immediately, but Studwell expired just as the physician arrived. Studwell was 20 years old, and a son of Mr. and Mrs. J. W. Studway, of Stamford. He was in company with Benjamin St. John, en route to Boston, when the fatality occurred.

Newark Cops Prove Real Sportsmen.

The innovation in the inspection day program of the Newark (N. J.) police department in the form of an exhibition drill and races by the mounted and motorcycle squad won applause from 2,500 persons Wednesday afternoon at the track in Weequahic Park. The feature of the motorcycle race was the performance of Patrolman Joseph Frank, of the First precinct's motorcycle squad. The officer was thrown from his machine while traveling at the rate of 45 miles an hour, in the first heat of the mile race. He had a good lead upon Officers Cleveland and McNally when his pedal struck a mound in the rough track. Frank plunged headlong from his motorcycle and turned three somersaults, landing against a fence post. Undaunted, the officer picked himself up and in spite of many bruises, he entered the final heat by consent of Cleveland, McNally, McFeeley and Linderman, who had qualified in the two preliminary heats—a sportsmanlike proceeding. Despite his bruises and severe shaking up, Frank had an easy time, winning by a quarter of a lap, or one-eighth mile.

Russian Cycle Thief Jailed in Boston.

Joseph Alberts, a young New York cigar-maker, whose recent arrest in Boston has accounted for the thefts of bicycles in various places, and who recently was sentenced to the Massachusetts Reformatory, may be deported to Russia, as an undesirable alien. Alberts was brought to Brookline this week, where the authorities have been able to connect him with the theft of but one bicycle in that place, although they are satisfied that he has stolen others. He pleaded guilty to the charge and in view of the fact that he is facing an additional sentence at the end of his present term Judge Perkins placed the case on file. It is understood that Chief Coery, of the Brookline police, will make efforts to have the youth sent back to Russia, his native country, as it is expected the authorities at Concord will parole him, when the necessary steps for deportation will be taken. Alberts was sentenced to Concord from the Newton and Waltham courts.

King Edward Returns to the Tricycle.

King Edward has reclaimed himself and is again a cyclist—a tricyclist. Cables from London reporting the fact add that the King's physician is greatly pleased by His Majesty's action in again making use of a tricycle, as his health has been none too good of late.

COMING EVENTS

May 29, Minneapolis, Minn.—Minneapolis Motorcycle Club's hill climbing contest; open.

May 29, Dayton Ohio.—Dayton Motorcycle Club's race meet at fair grounds track; open.

May 29, 30, and 31, New York City—Harem Motorcycle Club's annual spring run to Atlantic City and return; open.

May 30, Los Angeles, Cal.—Appeal 25 miles handicap road race; open.

May 30, Valley Stream, N. Y.—Long Island Division, Century Road Club Association's 10 miles handicap road race; open.

May 30-31, San Francisco, Cal.—San Francisco Motorcycle Club's 400 miles endurance run to Holon and return; open.

May 30-31, Los Angeles, Cal.—Los Angeles Motorcycle Club's annual endurance contest.

May 30-31, Denver, Col.—Motorcycle races at Overland Park; open.

May 30-31, Newark, N. J.—New Jersey Motorcycle Club's second annual endurance run to Atlantic City, Camden, Hackettstown and return; open.

May 30-31, New York City—Century Road Club of America's tour to Hackettstown, N. J.; open.

May 30-31, Newark, N. J.—Two days' race meet at Newark Velodrome; open.

May 30-31, Clifton, N. J.—Two days' race meet at Clifton Stadium; open.

May 31, Boston, Mass.—Race meet at Revere Beach saucer track; open.

May 31, Newark, N. J.—Olympic Park 25 miles handicap track race; open.

May 31, Grand Rapids, Mich.—Western Michigan Cycle Club's 15 miles handicap road race; open.

May 31, Wilkes-Barre, Pa.—Motorcycle hill climb up Giant's Despair; open.

May 31, Salt Lake City, Utah—Opening meet Salt Palace saucer track.

May 31, Plainfield, N. J.—Plainfield Cycling Club's 25 miles handicap road race; open.

May 31, Buffalo, N. Y.—South Buffalo Road Drivers Association's bicycle races at Columbia Park; open.

May 31, Washington, D. C.—National Capital Motorcycle Club's race meet at Benning track; open.

May 31, Salt Lake City—Annual 19 miles Lagoon handicap road race; open.

May 31, Hicksville, N. Y.—Hicksville Athletic Association's bicycle races and games; closed.

May 31-June 5, Atlantic City, N. J.—Amateur 6-days bicycle race on Young's Pier; open.

June 5, Denver, Col.—Marathon handicap bicycle road race; open.

June 6, Sacramento, Cal.—Motorcycle race meet at Agricultural Park track; open.

June 6, Springfield, Ill.—Illinois Wheelmen's 12 miles handicap road race; open.

June 6, San Francisco, Cal.—Annual relay race for Stockton trophy.

June 6, Jersey City, N. J.—Columbia Road Club's half century run; open.

June 6, Philadelphia, Pa.—Philadelphia Motorcycle Trade Association's run to Atlantic City and return; open.

June 9, Newport, Ind.—Danville (Ill.) Motorcycle Club's hill climbing contest; open.

June 9, Louisville, Ky.—Motorcycle races at Fair Grounds track; open.

June 12, Worcester, Mass.—Motorcycle hill climb on Dead Horse hill; open.

June 12, Denver, Col.—Bicycle race meet at Overland Park; open.

June 12, Philadelphia, Pa.—Philadelphia Motorcycle Trade Association's postponed race meet at Point Breeze track; open.

June 12-13, St. Louis, Mo.—St. Louis Cycling Club's annual Pike county tour; open.

June 13, Valley Stream, N. Y.—Roy Wheelmen's First Bicycle Marathon handicap road race (26 miles 385 yards); open.

June 13, New York City—Concourse Motorcycle Club's annual spring run to Savin Rock, Conn., and return; open.

June 20, Atlantic City, N. J.—Atlantic City Wheelmen's 25 miles handicap road race; open.

June 27th, New York City—Amsterdam Wheelmen's Queensboro century run; open.

July 4, Alameda, Cal.—Alameda Wheelmen's race meet; open.

July 18, Brooklyn, N. Y.—Eastern Division, Century Road Club Association's annual mid-summer century run to Patchogue and return; open.

August 1, Brooklyn, N. Y.—Long Island Division, Century Road Club Association's bicycle and motorcycle century run; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of \$1 per inch.]

THE ILLINOIS WHEELMEN
Second Annual Twelve Miles Open Handicap Road Race. National Cycling Association's Sanction applied for.
Cotton Hill Course. Macadam and dirt roads in fine condition.
SUNDAY, JUNE 6, 1909.
Entry fee \$1. In case of rain, race will be postponed one week.
J. H. McCREA, Sec'y Illinois Wheelmen, Springfield, Ill.

Elegant gold medals for first time and place, Racycle bicycle for second place; other good prizes for place will be given. Out of town riders will be wired on Saturday morning, June 5th, if postponement should be necessary at that time.

Entries close Thursday at 12 m., June 3. Entries received later will start from scratch.

KRAMER BEATS TANDEM TEAMS**Handicap Allowed Him Proves Unnecessary****—Fenn and Bedell in a Match Race—****Results at Newark.**

For the first time in his career as a professional racing man Frank L. Kramer of East Orange on Sunday last, 23d inst., was given a handicap in one of the open events—the multicycle handicap—at the Newark (N. J.) Velodrome. Kramer did not need it, for it subsequently proved that the champion could have won just as easily had he started from scratch. Frank L. Kramer has been competing in professional races for ten years, yet until last Sunday he had never ridden from a handicap mark. In his very first professional race he started from scratch.

Kramer was given a handicap of 100 yards in the three miles professional multicycle handicap, a freak contraption gotten up by Manager J. M. Chapman, to prove that Kramer on a single bicycle would not have a chance against several picked teams on tandems and triplets. It was a joke, the way it turned out, for Kramer had the race won from the start.

Excepting the disapproval excited by the picking by the judges in the Fenn-Bedell match and the unsatisfactory ending of the race, the meet was a big success. In spite of the threatening aspect of the weather the grand-stand and enlarged bleachers were filled, the attendance being estimated at 6,000. Kramer won both professional events easily. In fact he did not have any serious opposition, as Fogler was ill in Brooklyn. In the amateur event Magin and Lawrence, the topnotchers, were shut out of the money in the scratch race and they did not work hard in the handicap until it was too late. The Fenn-Bedell match proved a disappointment as Bedell won the race by default. Fenn had a shade the better of it, however.

Fenn does not relish the European idea of standing still at the start of a match race, as he demonstrated in his match against John Bedell. When Starter Abiniste fired the pistol for the first heat Bedell prepared to stay on the tape all afternoon if necessary. Fenn, however, started right off, but slowly. The first lap ended with Fenn in the lead, smiling, Bedell trailing by a couple of lengths and looking worried. There was no startling occurrence until the bell lap when Fenn began to unwind. Bedell tried very hard to go around but Fenn held him off and won by about six inches. Just as an "aside," Menus Bedell should get a position with Hammerstein for he is a hypnotist of no mean order. Menus had been coaching John from the first turn, but he came over to the judges at the finish and remarked that it was a dead heat. Menus said it so earnestly that the judges were apparently fascinated by

the Long Island hypnotic eye and the announcement of a "dead heat" was made to the crowd, a portion of which gave voice to its disapproval.

In the second heat of the match race Fenn started to ride backwards at first but changed his mind and went forward. Two laps were covered when John Bedell's tire punctured. When the heat was resumed Fenn again took the lead and remained in front until the bell. Bedell again made the mistake of letting Fenn unwind. At that Bedell might have gone by but for the fact that Fenn swerved out on the last turn and his pedal cut three spokes from Bedell's front wheel. Fenn won by three inches, Bedell's wheel being very wobbly at the finish.

The next heat was the prettiest of those run. The first three laps were covered slowly, but in the fourth lap Fenn began to ride high on the bank, Bedell watching him like a hawk. At the bell Fenn unwound and the pair had a pretty battle to the tape, neck and neck all the way. If there ever was a tie finish that was one, but the judges called it in favor of Bedell. Fenn did not kick at the judges' decision, but he said that he would not ride another heat thereby giving the race to Bedell. It was an unsatisfactory ending.

The one-quarter mile scratch was easy picking for Kramer, although the champion's adherents had grave doubts whether he would be able to turn the trick. Rupprecht made the quickest start from the backstretch and at the bell led, Kramer being the fifth man. Kramer fairly flew on the backstretch and passed everyone except Rupprecht, winning easily with Hill second, the latter having a grand battle with Rupprecht. Krebs tried to slip through on the pole but could not do it and therefore had to content himself with fourth money.

The next time a tandem race, or multicycle race, or whatever it is termed, is held at the Newark Velodrome it would be well for the management to prepare the machines beforehand, for there were several vexatious delays and false starts caused by the chain breaking on the triplet ridden by John and Menus Bedell and Smith, and after the race finally started Rupprecht and Fred Hill on the scratch tandem were put out of the running with a broken chain, which left Mitten and Krebs, at thirty yards, virtually the scratch tandem, Kramer, riding the only single bicycle, was placed on 100 yards, and instead of trying to catch the tandem ahead of him he waited for Drobach and Halstead (sixty yards) who looked very pretty in their uniform black and pink jerseys. Kramer stayed on the rear wheel of the Halstead-Drobach tandem and after one and a half miles the field bunched with the exceptions of Krebs-Mitten, about five lengths in the rear. This latter pair made a desperate effort to close the gap but just as they were about to do so Halstead and Drobach got to the front and set such a grinding pace that Krebs and Mitten lost the distance they had

gained. Kramer did not make any effort to pass Halstead-Drobach until the beginning of the last turn, but when he did jump the result was apparent. He won with yards to spare, while Halstead and Drobach, thinking second money was as good as won, stopped pedaling. Stein and West came up so fast that they almost took second money from the other pair.

Poor headwork was responsible for the defeat of Lawrence in the one-third mile scratch. Henry Venden Dries, who had the pole, set the pace from the start. Magin punctured and Lawrence did not make an effort to get up front until it was too late. Vanden Dries sprinted away in front and beat Martin Kessler by two inches.

More than sixty riders started in the five-mile handicap and it proved a scramble from the start. The field was strung all over the track until the fourth mile when the long markers bunched in front with about a half lap of daylight between them and the lowmarkers, who refused to work in harmony. The result was that they could not close the gap. Louis Owens came up fast in the bell lap and nipped the honors from Richard McAvoy. William Wehner was third and William Morton fourth. With such a large field it was remarkable there were not more than two falls.

The two miles "Blackbird Scramble" proved a loafing match that provided some amusement for the spectators. Nine colored riders started and they rode slowly until the last lap. Then Earl L. Adams jumped, and with Edward Bailey on his wheel the pair fought it out as earnestly as did any of the professionals. Adams won by four inches with Hardy A. Jackson a bad third. The summaries:

One-third mile scratch, amateur—Won by Henry Vanden Dries, New York City; second, Martin Kessler, New York City; third, Ernest Jokus, National T. V. W. Time, 0:41.

One-quarter mile scratch, professional—Won by Frank L. Kramer, East Orange; second, Fred Hill, Boston; third, Edward Rupprecht, Newark; fourth, Floyd Krebs, Newark. Time, 0:30½.

Two miles scratch, "Blackbird Scramble"—Won by E. L. Adams, Montclair; second, Edward Bailey, I. C. A.; third, Hardy A. Jackson, I. C. Time, 5:02½.

One mile match between W. S. Fenn, Bristol, Conn., and John Bedell, Newark, N. J.—First heat, tie. Time, 4:06½. Second heat won by Fenn. Time, 3:52. Third heat won by Bedell. Time, 4:16½. Race awarded to Bedell as Fenn refused to ride another heat.

Five miles handicap, amateur—Won by Louis Owens, N. T. V. W. (150); second, R. A. McAvoy, Canarsie (220); third, William Wehner, Newark (106). Time, 10:49½.

Three miles multicycle handicap, professional—Won by Frank L. Kramer, single bicycle (scratch); second, Halstead-Drobach, tandem (60); third, West-Stein, tandem (225); fourth, Schlee-Triebel, tandem (175). Time, 6:03½.

WRAY FASTEST UP SHINGLE HILL

Nearly Equals Time Made by Monster Motor Car—Peter Cox Wins Other Two Events.

With perfect weather, a gathering numbering between 12,000 and 15,000 persons, a day's sensational sport free from accident of any kind, the hill climbing contest promoted by the Yale Automobile Club and held at Shingle hill, West Haven, Conn., on Wednesday afternoon, 26th inst., very properly might be characterized as a great success. As usual motorcycles played a part in the program, and the time made by one of them was only four-fifths of a second slower than was made by a giant 120 horsepower specially built racing automobile. Peter H. Cox, of New Haven, captured two of the events, the other going to W. H. Wray, Jr., of New York City; both rode Indians.

The first motorcyclist to go over the course was G. G. Byrnes, a local rider, who piloted an M-M. Byrnes made fair time and was followed by G. N. Gregory on an F. N. After the "S" turn had been passed Gregory lost his footing on one of the pedals and swerved dangerously on the second turn. It was a close call, but he managed to finish in 1:18 $\frac{3}{5}$. The hill practically is one mile in length, the exact distance being given at 19-20 of a mile. Peter H. Cox easily won the first event—for machines not greater than 30 $\frac{1}{2}$ cubic inches piston displacement—covering the distance in 1 minute 4 $\frac{2}{5}$ seconds. Gregory was second and George Wildman (Indian), another New Haven rider, finished third in 1:22 $\frac{3}{5}$.

The fastest time of the afternoon, with the exception of the time made by the automastodon, was made in the event for machines up to the full limit of 61 cubic inches. Peter H. Cox made a hard try for the honors and was clocked in the remarkably fast time of 1:00 $\frac{3}{5}$, but Wray took more chances and managed to cover the distance in 52 seconds, which really is a phenomenal performance, when the time is compared with the records of the high-powered automobiles. James F. Cox, Jr., finished third.

In the free-for-all Peter Cox bettered his previous performance, but could not surpass Wray's time, the watches giving his an even 55 seconds. Wray was slower in the free-for-all than in the preceding event. He snatched second place from "Jimmy" Cox by romping up the incline in 57 $\frac{3}{5}$ seconds. The summaries:

Machines not exceeding 30 $\frac{1}{2}$ cubic inches piston displacement—Won by Peter H. Cox (Indian), 1:04 $\frac{3}{5}$; second, G. N. Gregory, (F. N.), 1:18 $\frac{3}{5}$; third, George A. Wildman (Indian), 1:22 $\frac{3}{5}$.

Machines not exceeding 61 cubic inches piston displacement—Won by W. H. Wray, Jr., (Indian), 0:52; second, Peter H. Cox (Indian), 1:00 $\frac{3}{5}$; third, James F. Cox, Jr., (Indian).

Free-for-all—Won by Peter H. Cox (Indian), 0:55; second, W. H. Wray, Jr., (Indian); 0:57 $\frac{3}{5}$; third, James F. Cox, Jr. (Indian), 1:05 $\frac{3}{5}$.

Alteration of the F. A. M. Emblem.

Although Secretary Wehman last week stated that he had not voted for it, and that he doubted the executive committee's power in the matter, President Ovington, of the Federation of American Motorcyclists, has announced that the committee has unanimously adopted his proposed change in the official design of the organization's emblem. Mr. Ovington adds that he now is obtaining bids for the manufacture of badges of the new design.

The new emblem and the old one are shown by the accompanying illustrations. It is stated that the manufacturer of the



NEW



OLD

present badges has more than 300 of them on hand, which, with the 2,500 already issued to members, will be rendered out of date and useless by the alteration of design.

The opinion prevails in some quarters that without the specific authorization of the annual general meeting, the executive committee had no power to make the change and thereby practically force the old members to purchase new badges.

F. A. M. Meet Formally is Awarded.

As a result of the mail vote of the executive committee of the organization, the annual national meet of the Federation of American Motorcyclists formally has been awarded to the Indiana Motorcycle Club of Indianapolis. The mail vote and formal award were mere matters of official form, however, as Indianapolis was the only candidate in the field and there never was any question as to where the meet would occur.

LaSalle Motorcyclists Form a Club.

LaSalle, Ill., now has a motorcycle club, the Illinois Valley Motorcycle Club having been organized at that place. It will affiliate with the Federation of American Motorcyclists. Its officers are: President, Charles Schweger; vice-president, George Neustadt; secretary-treasurer, A. B. Porter; chairman by-laws committee, Charles Keenan; press agent, Will Russell.

Bach Wins Indoor Motorcycle Race.

Norman Bach won a five miles motorcycle race, which was run in the Riverview rink, Chicago, Saturday night last, 22d inst. Frank Fortman was second, Edward Heath third, and Curt Brandt fourth. Bach's time was 9:36.

TWO RACES ON GEORGIA ROADS

Atlanta Pedal Pushers and Motorcyclists Both Measure Speed—One Rider Suspected of Professionalism.

John Bradshaw, with a handicap of 3 minutes, won the ten miles handicap road race promoted by the Alexander-Seewald Co., of Atlanta, Ga., and held on the Brookwood road near that city on Saturday afternoon last, 22d inst. The fourteen-mile motorcycle road race which followed the bicycle race was won by E. Calloway (Excelsior), who covered the distance in 19 minutes. Both events were well filled and a large crowd of spectators saw the starts and finishes.

The ten-mile handicap bicycle race was the curtain raiser of the motorcycle event and twenty riders, with handicaps up to four minutes, started. The course was over the Brookwood road to a point near Buckhead and return.

Bradshaw rode a good race from the three-minute mark and won with considerable to spare, having passed the limit men en route. M. Land, with two minutes, was second, followed by Sam Glover. In another bunch of four riders finished Charles Murray and Olin Roberts, in the order named, and then Hal Gilbert, the scratch man. Gilbert won the time prize, his time for ten miles being 29 minutes.

In the fourteen-mile race for motorcyclists Callaway, Sisson, Moore, Norton, Elliott and Moss started. The two last named riders fell on the return trip. Callaway, as stated, won the race in 19 minutes. Sisson, who also rode an Excelsior, finished second. Moore, on a Yale, was third, and Norton, Indian, fourth.

If this particular Norton is the same Henry Norton who has competed in bicycle races in Atlanta for several years past, those riders who competed against him professionalized themselves, as Norton is a professional bicycle rider. Henry Norton was one of Atlanta's crack amateurs but turned professional when he saw a chance of making some money. Noon Hudson, who last year competed at the Clifton Stadium but who never won anything, also is a professional now, as he competed in two professional races at the St. Nicholas Velodrome while the races were in progress there during the winter and spring.

Whoever represented the National Cycling Association in Atlanta did not take the trouble to report the voluntary transference of Hudson to the professional ranks to Chairman Kelsey of the governing board of control. The fact leaked out, however, and finally was brought to his attention.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

REFEREE FINES AN AMATEUR \$20

Remarkable Ruling at Los Angeles Race Meet—Lawson Finally Finds His Stride and Finishes in Front.

Los Angeles, Cal., May 23.—Iver Lawson came into his own again today at the Fiesta Park Stadium when he won the final heat of the half mile professional scratch, defeating W. E. Samuelson and J. Gordon Walker in the order named. Lawson punctured in the three miles handicap, and Bardgett could not close the gaps as the long markers had been exceptionally generously dealt with. The crowd was not as large as at the two previous meets, but the racing was just as interesting.

The meet was notable for an unusual decision by the referee, Charles Fuller Gates. In the second heat of the amateur handicap Gates, who also does the handicapping, placed Williamson, who has won several races, on 30 yards, while Florentine, who has not won any races, was put on scratch. As Williamson is considerably faster than Florentine it was impossible for the latter to close the gap and when he saw that he was losing ground he quit, which was natural. Gates thereupon made a most remarkable decision. He fined Florentine \$20. As Florentine is an amateur and is not supposed to ride for real money, Referee Gates's action was unprecedented. Florentine got mad and refused to ride in the next event, whereupon Gates suspended him for six months. Florentine accused Gates of unfairness saying that he had a grudge against him on account of an accident that occurred at the old velodrome, where he raced 10 years ago. It is not likely that Chairman Kelsey of the National Cycling Association's board of control will uphold such a remarkable decision.

In the three miles professional handicap, Achorn, Senhouse, Gunn, Tompkins and Audkirk gathered in most of the lap money. Palmer won the final sprint from Walker as he did not set any pace and consequently was fresh for the finish, while Walker had ridden hard to close the gaps.

In the half mile scratch Bardgett had the premier position at the bell, but was passed by Lawson, Samuelson and Walker, these three finishing in the order named.

Willis Bryant, of the Garden City Wheelmen of San Jose, breezed into Los Angeles for the first time today and captured the one mile amateur handicap, William Anthony getting second. J. A. McNeil won the two miles amateur lap race after a thrilling sprint with Williamson. Berryessa was third and Carroll fourth.

The motor paced race between W. E. Samuelson, Ray Duer and Saxon Williams was pretty much of a joke, with the joke on Duer and Williams. Samuelson had everything his own way from the start. The race was stopped in the seventh mile

because Duer's pacing machine ran out of oil. After it was fixed up the race continued and Samuelson won from Duer by 1½ laps, while Williams was about a mile behind, which was not surprising, as it was his first attempt behind pace. The summaries.

One mile novice—Won by Charles Dye; second, Mitchell. Time, 2:54.

One mile handicap, amateur—Won by Willis Bryant (160); second, William Anthony (100); third, William Long (70); fourth, M. Monnier (180). Time, 2:04.

One-half mile scratch, professional—Won by Iver Lawson, Salt Lake City; second, W. E. Samuelson, Salt Lake City; third, J. Gordon Walker, Australia; fourth, Saxon Williams, Buffalo; fifth, W. Palmer, Australia. Time, 1:01½.

Three miles handicap, professional—Won by William Palmer, Australia (140); second, J. G. Walker, Australia (scratch); third, Emil Agraz, San Jose (190); fourth, A. Crebs, Salt Lake City (120); fifth, Frank Hoffmann, Los Angeles (175). Time, 6:23½.

Two miles scratch, amateur—Won by J. A. McNeil; second, R. Williamson; third, John Berryessa; fourth, E. J. Carroll. Time, 4:25½.

Ten miles motor paced, professional—Won by W. E. Samuelson; second, Ray Duer; third, Saxon Williams. Time, 14:54.

Belgians Beat Frenchmen in Long Race.

Masselis and Blaise, two Belgian road riders of note, carried off the honors in the first annual Paris-Liege road race on May 16th, finishing first and second, respectively. More than fifty professional riders started in the race. The finish resulted in a sprint between Masselis and Blaise, the former winning by a half length. Garrigou was third, Ernest Faber fourth, Cruchon fifth, Francois Faber sixth, Ringeval seventh and Lequatre eighth. The distance was 426 kilometres (264½ miles), which Masselis covered in 16:16:02½.

New York Club Finds a New Hill.

The New York Motorcycle Club has found a stiff hill outside the city limits on which on June 19th it will hold its annual open hill climbing contest, which heretofore had been held on Fort George hill on Decoration Day. The newly found grade is located at Riverview—about two miles beyond Yonkers—and as it belongs to a private estate, no such prohibitive terms as made Fort George unavailable were encountered.

Buffaloans Elect New Officers.

C. J. Smith was elected president of the Standard Wheeling Club, of Buffalo, N. Y., at the last meeting of that organization. Other officers were chosen as follows: Vice-president, B. Schultz; financial secretary, J. Groh; recording secretary, N. Schmely; treasurer, E. Schneeberger; press correspondent, P. Dietsch; captain, Steve Eller.

MARATHON ATTRACTS THE "CLASS"

Notable Array of Speedy Amateurs Already Entered—Why President Taft Will not Start the Race.

President William Howard Taft will not start the Roy Wheelmen's First Bicycle Marathon, which will be held on the Merrick road, Long Island, Sunday morning, June 13th. The Chief Executive never had any idea of starting the race, but the Roy Wheelmen asked him to do the honors. It is doubtful if the letter ever reached the attention of President Taft, as the reply declining the honor came from his secretary.

However, the declination of the President, or his secretary, to start the race will not have any effect upon the event, one way or the other. Plans are going right on to make the event the greatest road race held in America in the last decade and from present indications it would appear that both a record-breaking list of entries and spectators will be at Valley Stream on June 13th.

Although the entry lists do not officially close until June 6th about 50 nominations have been received. Among the crack riders already signed are Percy Lawrence, the San Francisco whirlwind; W. R. Stroud, of Philadelphia, who won first time prize in the Irvington-Millburn race; S. R. Morrison, J. B. Hawkins, Franklin Fisher and Jerome Steinert, well known metropolitan cracks; Henry Murphy, of St. Johns, Newfoundland; Paul Bichette, a former crack road rider; Frank MacMillan, winner of the Pelham Parkway handicap two years ago, and others.

The entries that thus far have been sent in predict an international aspect for the First Bicycle Marathon. Besides America, seven countries are represented, these being France, Germany, Italy, Austria-Hungary, Great Britain, French West Indies and Holland.

Since the entry blanks were printed about three dozen prizes have been received, one of them being a beautiful solid gold medal, the gift of Louis C. Mouquin, that will be awarded the first waiter who finishes.

Dr. Koenig Heads the Carbondales.

At the annual election of the Carbondale (Pa.) Cycle Club the following officers were chosen: President, Dr. L. G. Koenig; vice-president, C. A. Stuart; secretary-treasurer, A. B. Cole; board of governors, Jacob Fuchs, E. B. Mills, Dr. W. B. Anderson, A. E. Waters and H. H. Jadwin.

Danvers May Give Diamonds, etc.

A bicycle road race will be held in Danvers, Mass., on July 4. The distance is not stated, but the prize list is said to include a motorcycle, bicycles, gold watches and diamonds. The identity of the munificent promoter has not been disclosed.

WHEN THE STREAM LACKS BRIDGES

The Adventurous Motorcyclist Plunges Boldly in—Two Texans Show How It's Done.

It may be an exaggeration to say that all roads look alike to the motorcyclist, but it is speaking well within bounds to say that the man who has a good machine and knows how to use it is not feazed by any sort of roads nor by the absence of any. If he is of the true tourist type the untried paths frequently are the most inviting, made doubly attractive when they offer the charm of novelty or the spice of adventure. Alone, or with a congenial companion, he is glad to be lost for the nonce in unexplored wildernesses of nature's loveliness, finding the way back to busy haunts just as may happen. Like the Wickwire brothers, as seen in the accompanying picture of an experience in Texas, he revels in traveling from nowhere to anywhere, following no trail and leaving none for others to follow. He laughs at unexpected obstacles to his progress, and few of them are sufficiently formidable to make him "take water," unless it might be as seen in this sylvan view. Evidently the twain whose presence gives human interest to the scene, are enjoying the excitement of rushing through the rippling waters of the shallow stream, and it is safe to assume that there is something ahead that has induced them to brave the temporary discomfort of the generous baptism their machines are bestowing upon them.

In Texas and in other States in which improved roads do not abound, the shallow streams often are unbridged and the fording of them often is the only way of making short cuts and avoiding long detours.

Lyons Reels Off Five "Doubles."

Quite the most ambitious single-man endurance run that has been undertaken came to a finish in Chicago on Sunday night

last, 22d inst., when George W. Lyon, the Chicago dealer, completed 1,000 miles in five days. Lyon's endurance run was a self imposed task. The trip began on Wednesday morning when Lyon, mounted upon his 5 horsepower Indian, set out bright and early from Chicago, bound for Milwaukee. He reached the beer-made-famous city without mishap and, doubling on his tracks, arrived back in Chicago by night, a distance of more than 200 miles. Thursday's trip was to Rockford, Ill., and return, and the



"TAKING TO WATER" AT A TEXAS FORD

following day took him to South Bend, Ind., and return, the same course being followed on Saturday. On Sunday Lyon wound up with another jaunt to Milwaukee and return. He is the first motorcyclist to accomplish the double century series, but that others now will arise is safe prophecy.

F. A. M. FALLS HEIR TO SNUG SUM

New York Meet Club "Wills" Its Surplus to National Organization—To Constitute a Legal Fund.

The F. A. M. 1908 Meet Club finally has wound up its affairs and as a result, the Federation of American Motorcyclists itself will come into an "inheritance" of \$626.56. The club, which was organized and incorporated solely for the purpose of promoting and conducting the F. A. M. national meet, held in New York in July last, "saw its finish" in the same room in which it was born, Parlor A, in the Grand Union Hotel, some 25 members being present at the wind-up.

Previous to this final meeting, R. G. Betts, the club's president, had addressed the larger subscribers to the fund that had been raised, and suggested that as a division on a pro rata basis of the surplus remaining in the treasury would net but few of them much more than pocket money, it would be a happy idea to present the money to the national organization to create a fund for legal purposes with a special view of assisting any action having for its purpose the determination of the legal status of motorcycles. The suggestion met with not a single dissent, and accordingly the meeting in the Grand Union voted to so dispose of the surplus and then adjourned sine die.

Previously the reports and accounts of the several officers and committees had been audited by a special committee of "high privates," consisting of Albert Goertz, M. E. Toepel, and Leroy Cook, who found that the total receipts from all sources amounted to \$2,124.63, and the total expenditures

\$1,498.97. The balance, \$626.56, will be turned into the F. A. M. treasury with the conditions stated. Of the receipts, some \$1,500 was represented by subscriptions, made up of sums ranging from \$150 to \$1. There were two subscriptions of \$150, one of \$100 and another of \$75.

VANONI THE VICTOR AT CLIFTON

Collins Defeated and Root Left in the Discard in Motor Paced Race—Carmen Wins Amateur Events.

Although Elmer G. Collins on the previous Sunday defeated Fred Hill and N. M. Anderson, he proved unequal to the great speed Charles Vanoni exhibited at the Clifton (N. J.) Stadium on Sunday last, 23d inst. The Italian crack defeated Collins by $2\frac{1}{2}$ laps in the twenty miles professional motorpaced race, E. F. Root being so far behind at the finish that the officials did not take the trouble to count the times he had been lapped. Vanoni covered the distance in 29 minutes $25\frac{1}{5}$ seconds, which is fast going behind small motors and from a standing start. Clarence Carmen and Adam Beyerman divided honors in the amateur events.

The standing start arrangement proved a popular innovation with the Clifton spectators as it was a novel sight to see the pacemakers jockeying and picking up their men. Vanoni made a better start with Root second and Collins last at the getaway. This order was maintained for the first two miles, when Root blew up and Collins went into second position. From that time Root never got going again and was lapped so many times by Vanoni and Collins that the officials did not take the trouble to score the laps.

In the eighth mile Collins closed the gap that separated him from Vanoni and attempted to pass. The Italian was there with the goods, however, and after a mile sprint Collins was shaken and Vanoni eased up a little after tacking a lap on the little Lynn rider. Collins made another stab in the fourteenth mile, but Vanoni held him off by some fine riding and increased his lead to two laps. In the last mile the Italian crack unwound a sprint and gained a lap on Collins, making the total distance gained $2\frac{1}{2}$ laps.

The five-mile motorcycle race between Ruden, Turville and Schultz developed into a match race between the latter two. Ruden's machine did not seem to be working properly and Turville and Schultz pointed the way. Turville had the pole and despite several good attempts Schultz could not pass. The finish was close, Turville winning by a half length.

There were the usual number of spills in the amateur events, both of the open races being scratch events. Clarence Carmen easily won the quarter mile dash from Beck. Rend Hofkin finished third and John Eubank was fourth, the time being $33\frac{1}{5}$ seconds.

Carmen was the runnerup to Beyerman in the mile open, with Rein third and Brandes fourth. The novice race went to A. Hoffman of the Bay View Wheelmen. The summaries:

One-half mile novice—First heat won by C. Georgi, Newark; second, George Lazzi, Bay View Wheelmen. Time, $1:21\frac{3}{5}$. Second heat won by A. Hoffman, Bay View Wheelmen; second, William Shere, Newark. Time, $1:16\frac{1}{5}$. Third heat won by Max Mozig, Paterson; second, Albert Rovere, Superior Wheelmen. Time, $1:11\frac{3}{5}$. Fourth heat won by Izzy Zucker, Rutherford; second, Henry Dauber, New York. Time, $1:08\frac{3}{5}$. Final heat won by Hoffman; second, Georgi; third, Rovere. Time, $1:07\frac{1}{5}$.

One-quarter mile scratch, amateur—First heat won by Clarence Carmen, National A. C. Time, $0:33\frac{3}{5}$. Second heat won by Michael Ferrari, Bay View W. Time, $0:32$. Third heat won by Rend Hofkins, Paterson. Time, $0:33\frac{3}{5}$. Fourth heat won by C. Georgi, Newark. Time, $0:32\frac{1}{5}$. Fifth heat won by Otto Brandes, Columbia W. Time, $0:34$. Sixth heat won by John Eubank, Empire City W. Time, $0:34$. Seventh heat won by N. Beck, Bay View W. Time, $0:32\frac{2}{5}$. First semi-final heat won by Clarence Carmen; second, Rend Hofkins. Time, $0:31$. Second semi-final heat won by N. Beck; second, John Eubank. Time, $0:32\frac{1}{5}$. Final heat won by Carmen; second, Beck; third, Hofkins; fourth, Eubank. Time, $0:33\frac{1}{5}$.

Twenty miles motorpaced professional—Won by Charles Vanoni, Italy; second, Elmer J. Collins, Lynn, Mass., third, E. F. Root, Melrose, Mass. Time, $29:25\frac{3}{5}$.

One mile scratch, amateur—First heat won by Clarence Carmen; second, Rend Hofkins. Time, $2:46\frac{2}{5}$. Second heat won by Adam Beyerman; second, John Eubank. Time, $2:23\frac{1}{5}$. Third heat won by Samuel Rein; second, Izzy Zucker. Time, $2:42\frac{1}{5}$. Fourth heat won by Otto Brandes; second, William Kafus. Time, $2:30\frac{3}{5}$. Fifth heat won by W. Beck; second, Michael Ferrari. Time, $2:18\frac{4}{5}$. Final heat won by Beyerman; second, Carmen; third, Rein; fourth, Brandes. Time, $2:20\frac{3}{5}$.

Five miles motorcycle, professional—Won by Charles Turville; second, Bob Schultz; third, Carl Ruden. Time, $5:39\frac{1}{5}$.

Louisville Offers Money or Medals.

Homer George, who promotes automobile race meets, evidently is not familiar with the rules governing amateur and professional sport. In the program for the race meet to be held at Louisville, Ky., June 9th, two five-mile motorcycle events, for machines of $30\frac{1}{2}$ and 61 cubic inches piston displacement, are carded, and it is stated in the preliminary announcement that motorcyclists can have as prizes in each race \$25 or trophies of that value. The acceptance of cash would at once make any rider a professional.

For the Ascent of Dead Horse Hill.

One free-for-all motorcycle event is included in the program for the hill climb to be held on Dead Horse Hill, Worcester, Mass., by the Worcester Automobile Club, Saturday, June 12th. The entry fee is \$10, three starters being required.

CLARKE WANTS THE CHAMPIONSHIP

With Macfarland He Signs to Ride at Newark—Is After Kramer's Scalp—Ovation by the Fans.

The unexpected arrival of Floyd A. Macfarland and his young protege, A. J. Clarke, on the American line steamship St. Louis last Saturday, 22d inst., naturally created some excitement at the Newark Velodrome when they made their appearance at that place on Sunday. Because of Macfarland's great victory in the Berlin six days race and Clarke's repeated triumphs over the fastest sprinters in Europe, it generally had been thought that these riders would remain in Europe for the greater part of the summer.

Macfarland and Clarke returned for two reasons. The greatest one is that they think they can make more money in America than in Europe, which always is the first consideration of a professional racing man. Besides, both men would rather ride in America than in a foreign country, and Clarke is very anxious to win the American championship, which has been held by Frank L. Kramer since 1901.

Both Macfarland and Clarke were near-heroes at the Newark Velodrome. They were instantly recognized and the applause finally became so great that Announcer Edward Bedford made the returned visitors do a lap exhibition around the saucer. Moran also was introduced for the second successive Sunday but he had to concede the spot light to Macfarland and Clarke. When it was announced that both men would compete at Newark next Sunday and also on Decoration Day the applause was deafening.

On Tuesday of this week Manager Chapman came to terms with Macfarland and Clarke and signed them for the forthcoming season. The assurance of Clarke and Macfarland in competition puts a different phase upon the sport in the East and speculation is rife as to just what will develop.

Kramer is after the national championship and Clarke wants it, while Fogler declared some time ago that he intends to be a prominent contender for the honors.

Philadelphia Motorcycle Meet Postponed.

Because of rain the Philadelphia Motorcycle Trade Association's race meet scheduled for the Point Breeze track last Saturday, 22d inst., has been postponed until Saturday afternoon, June 12th. One of the features of the meet will be that all ladies will be admitted free to the grounds. Seven events are on the program. The Quaker City association also has called a run to Atlantic City on Sunday, 6th prox. Checking stations will be located at Philadelphia, Hammonton and Atlantic City. Silver souvenir medals will be awarded all who make the round trip.

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RAID A BAKERY, THEN RUN RACES

Riders from New York's Cycling Clubs
Have an Outing—Members of the Fair
Sex Participate.

Since the days of mythological Adam human beings throughout the world have always kept their eyes open for a chance to obtain something for nothing, so it is not surprising that the invitation club run, with the alluring magnet of free food and drink and free prizes in some competitive events, held on Sunday last, 23d inst., should draw such a large crowd.

The riders gathered at Columbus Circle, as soon as possible after the weekly matutinal devotional services were over and proceeded up Broadway by pairs. As there were more than 75 riders in the run, including a fair sprinkling of the fair sex, it is no wonder that Broadway pedestrians stopped long enough to ask each other what was going on. It was a mixed assemblage, for besides the "tigers" and "tigresses" of the organizing club, there was a big bunch of Amsterdam Wheelmen, under the leadership of Captain Bob Lawson, and of Century Road Club of America riders ably captained by Commodore Seeley, to say nothing of riders from Roy, Brower, Akron and other metropolitan bicycle clubs.

After a short stop at Vice-president Max Schirmer's bakery, where free lemonade and bakers' confections were in order, the cavalcade arrived at White Plains, ready for the competitive events, the first of which was a 5 miles handicap.

The course was from the fair grounds track to Elmsford and return, and although the roads were hilly and the wind strong, fourteen riders started and finished. Charles H. Bahr, of the C. R. C. of A., who had a handicap of 30 seconds, won the race by a half minute from George Brigot, C. R. C. of A., who started from the 1 minute mark. Frank MacMillan won the time prize which, coincidentally, was a pair of racing skates that he had donated. MacMillan characteristically refused to take them, and they fell to John DeBruyn, the Flemish road crack, whom MacMillan defeated by a half length.

The egg and spoon race created considerable amusement, and twelve would-be gravity conquerors undertook to ride one-eighth mile with the largest egg Harry Gliesman could find, balanced upon a teaspoon. One of the tricks was to turn around a barrel and Anthony J. Revell, Tiger W., proved that a coaster brake is sometimes a valuable adjunct. Revell finished 11 seconds ahead of his nearest competitor, whose bicycle did not have a coaster brake.

The one-eighth mile slow race proved that it is harder to win a slow race than a fast one, for the crack racing men failed to score. Twenty "snails" started and to see them trying to balance themselves upon their

bicycles was amusing. Mrs. Jane Yatman Ruch, the only lady started, almost won first prize, and would have done so had not Charles Hausenbauer ungallantly finished 14 seconds slower. Fred E. Mommer was third, and M. S. Walters fourth. The summaries:

Five miles handicap—Won by Charles H. Bahr, C. R. C. of A. (0:30), 15:10; second, George Brigot, C. R. C. of A. (1:00), 15:41; third, Ralph C. Westervelt, C. R. C. of A. (1:30), 16:12; fourth, Martin McMahon, Jr., C. R. C. of A. (1:30), 16:13; fifth, Frank MacMillan, Tiger Wheelmen (scratch), 15:06; sixth, John DeBruyn, C. R. C. of A. (scratch), 15:06½.

One-eighth mile egg and spoon race—



Won by A. J. Revell, Tiger W., 0:37; second, Charles H. Bahr, C. R. C. of A., 0:48; third, Chris Kind, Tiger W., 0:59; fourth, Fred E. Mommer, C. R. C. of A., 1:09; fifth, M. S. Walters, C. R. C. of A., 1:20; sixth, Nick Kind, Tiger W., 1:34.

One-eighth mile slow race—Won by Charles Hausenbauer, C. R. C. of A., 7:30; second, Mrs. Jane Yatman Ruch, 7:16; third, Fred E. Mommer, C. R. C. of A., 7:15; fourth, M. S. Walters, C. R. C. of A., 7:05.

Hearst to Become a Motorcyclist.

Thanks to his wife, William R. Hearst, the owner of the New York American and about a dozen other newspapers and magazines and the sponsor of the Independence League, shortly will become a motorcyclist. Like other men, Mr. Hearst has a birthday once each year, and in casting about for something with which to remind him of the fact Mrs. Hearst decided that a motor bicycle would fill the bill and accordingly she last week placed an order for a four-cylinder Pierce with F. A. Baker & Co., the Pierce agents in New York. Mr. Hearst expects to make use of the machine during a European tour.

MOTORCYCLE IN DUST TRIALS

Government Takes Moving Pictures to
Show Machine's Effect on Roads—
Quick Stopping in Brake Tests.

Testing the dust raising qualities and the quick stopping ability of motor bicycles, among other vehicles, the United States Government officials from the Office of Public Roads, during the course of an elaborate series of road inquiry trials, held on Hillside avenue, near Jamaica, L. I., last week, took moving pictures of a machine going at 10 miles, 20 miles, 30 miles and 40 miles per hour, respectively, and also held a trial as to how abruptly the motorcycle could come to a standstill from a speed of 20 and 40 miles per hour.

The photographs showing the amount of dust raised by the machine on smooth macadam at the different speeds will remain part of the government records and data as to the motorcycle's effect on the highways, while the brake tests were for the benefit of the American Automobile Association under whose auspices and arrangements the affair was conducted. Motor cars, horse drawn vehicles, and mounted policemen participated in the trials, their performances making a basis for comparisons between the various classes of traffic.

At a speed of 20 miles per hour the motorcycle, a 1909 single cylinder chain drive Indian, ridden by Kenneth Owen, of Newark, N. J., was able to stop in 40 feet, as compared with 55 feet for a single horse vehicle, 42 feet for a Simplex 50 horsepower touring car, 31 feet for a White steamer, and 65 feet for a six-cylinder limousine car. At 40 miles per hour the motorcycle came to a stop in 157 feet, as compared with 149 feet for the Simplex, 140 feet for the White, and 151 feet for the limousine. During the progress of the test, the motorcycle was called upon to do very active courier service from one end of the measured course to the other, and where vehicles were not equipped with speed indicators it set pace for them or measured the rate at which they traveled.

Just what part the motorcycle plays as a dust raiser and road-damager will be made known when the official photographs and reports are made public about two months hence.

Berlin's Big Motor Paced Race.

One of the most spectacular motor paced races ever held was the annual Gold Wheel race at the Steglitz track, Berlin, May 16th. With nine riders and their pacemakers on the track at one time the sight was well worth the admission fee. Verbist won, covering the 100 kilometres (62 miles) in 1 hour 12 minutes. Contenet was a close second, Guignard third, Scheuermann fourth, Theile fifth, Robl sixth, Demke seventh, Dickentmann eighth and Goor ninth.

OXFORD AND CAMBRIDGE COMPETE

Big English Universities in Motorcycle Rivalry on the Brooklands Track—Point System of Scoring.

That motorcycle races are destined to occupy an important place in collegiate and inter-scholastic sports in the future was demonstrated at the Brooklands motor track recently when the first intervarsity motorcycle race meet was held between picked teams from Oxford and Cambridge. The point system of scoring was employed, and Oxford won by 17 points to 13.

If the laurels of victory fell to Oxford, Cambridge may at least claim to have put up a splendid fight, and moreover they deserve all the credit for organization, which was left entirely in their hands. Oxford attended the meet with a team already chosen, consisting of A. H. Wilkie, M. R. Mackenzie, I. W. Aitken, Hon. R. Legh and W. G. McMannies. The Cambridge team was selected as the result of an eliminating race of two miles, the riders qualifying to represent their university being C. L. Mere, E. H. Lees, H. E. Addshead, C. E. Torrey, and J. Ashworth, with J. A. Whitlark as a reserve.

In all the intervarsity races teams of five competed on each side, and the result of the event was divided by points, 4 points being scored for first, 3 points for second, 2 points for third, and 1 point for fourth.

The first event was the flying half mile in which the riders were timed separately. The honors fell to Oxford, Mackenzie and McMannies finishing first and third, while C. L. Mere and E. H. Lees, for Cambridge were second and fourth. The winner's speed averaged 54.6 miles per hour, the time being announced in miles per hour.

The two miles team race aroused considerable interest, McMannies and Mackenzie scoring a first and second for Oxford. Mere and Lees again scored for Cambridge, their total being 3 points against 7 points for Oxford.

The only event in which Cambridge defeated Oxford was the 5 miles team race and in this Cambridge did not win first place. McMannies won the race, but Mere, Lees and Addshead, finished second, third and fourth, thereby scoring 6 points, against 4 points for Oxford. The total addition of points gave Oxford the victory with 17 points, while Cambridge riders totalled 13 points.

Several other events were held at the same meet, but these races were restricted to riders of Cambridge University. The fastest time was made by E. H. Lees when he won the flying half mile in 31 seconds, an average of 58.06 miles per hour. Lees was a consistent runnerup, finishing second in the two miles test race, the two miles handicap and the 7½ miles scratch. Mere won the scratch and the two miles test and

was second in the flying half mile. J. H. Whitlark taking the two miles handicap.

Denver to Try Cycle Marathoning.

As bicycle Marathons seem to be much the fad now it is not surprising that the fever has reached as far West as Denver, where a bicycle Marathon road race will be held upon the roads adjacent to that city on Saturday, June 5th. The race will be a handicap affair and as there is no entry fee a large list of contestants is expected. The winner of the race will receive a solid gold medal and a \$50 racing bicycle; the second man, a silver medal and a \$50 diamond ring; the third man, a \$35 suit of clothes and the fourth man a \$25 kodak. First time prize will be a gold medal, while a silver loving cup is offered to the rider making the fastest time the first half of the race. The distance will be 26 miles 385 yards. On June 12th, the Saturday following the road race, a track meet will be held at Overland Park, and a number of events have been carded, among them being a so-called "championship for the Rocky Mountain region," which will go the full Marathon distance and to which the first twenty finishers in the road race will be eligible.

Preparing for the Pike County Tour.

The St. Louis Cycling Club's most pleasurable fixture—the annual Pike county tour—has been set for Saturday and Sunday, June 12th and 13th, and a folder, setting forth the itinerary has just been issued by that model club. Besides telling of the delight of a Pike county tour, a map of the county giving the touring routes and the schedule, the circular details the cost of the tour. The last named item is very interesting for it shows what a great amount of pleasure may be had for a small outlay. The trip includes an all-night journey by boat, meals and berth being included, breakfast and dinner in Pike county, railroad fare back to St. Louis and checking bicycle, yet the total cost is only \$4.86. There is a wealth of suggestion for some enterprising Eastern bicycle club in the St. Louis Cycling Club's tour folder.

Protecting Motorcycles from Theft.

The Eastern District of the F. A. M. finally is issuing to its members the preventive which it is believed will assist in safeguarding their motorcycles. It takes the form of a neat gold "transfer" designed to be permanently pasted on each machine and which bears on its face this warning: "This motorcycle is protected from theft. Reward \$25. offered by Eastern District, F. A. M."

Salt Lake Motorcyclists Organize.

The Salt Lake Motorcycle Club has been organized at Salt Lake City, Utah, with 25 charter members, including the following officers: President, P. R. Ruder; vice-president, E. B. Heagren; secretary-treasurer, C. W. Brewer; captain, D. M. Lemen.

DUPRE TOO FAST IN MATCH RACES

De Mara and Taylor Unable to Hold Him at Velodrome Buffalo—Darragon Rides Rings Around Walthour.

With the arrival of the French mail this week came a detailed account of the meet at the Velodrome Buffalo, Paris, May 16th, in which "Major" Taylor and Walthour made their annual debuts. As was briefly told in last week's bicycling World, Taylor and DeMara were defeated by Dupre and Hourlier in the Franco-American match, while Darragon disposed of Walthour in two straight heats of their motorpaced race.

The dual match between Dupre and Hourlier, representing France, and "Major" Taylor and DeMara, for America, was the chief event of the program. Taylor rode well but will have to go faster before he can expect to defeat Dupre, as was demonstrated. Five heats were contested, the distance of each being 800 metres.

The first heat, in which DeMara met Hourlier, was the most exciting. DeMara outjumped the French rider and led into the homestretch. Hourlier came up fast, however, and nipped the American on the tape, the decision of the judges being "by the width of a tire." In the second heat Taylor was matched against Hourlier. The negro jumped in the last lap and gained such a lead that Hourlier did not make any attempt to catch him. DeMara was no match for Dupre in the third heat, the French champion sitting up and smiling at DeMara at the finish. Dupre met Taylor in the fourth heat and the negro sprang his jump off the last turn. Dupre held up his hand in protest, claiming that Taylor had interfered with him and was given the heat.

The four men lined up for the final heat and the first part of the race was replete with jockeying. Dupre finally began to unwind and kept up his sprint until the finish, leading DeMara across the tape by a wheel. The best fight was between De Mara and Hourlier for second place, which the American won by an eyelash. Taylor did not exert himself and sat up before the finish. The classification by points gave Dupre 8 points, De Mara 5, Hourlier 5 and Taylor 4, or a total of 13 points for France and 9 points for America.

Walthour made a very poor showing in his match against Darragon. The first heat was at 10 kilometres and American lost the heat by 200 yards. In the second heat Darragon simply toyed with Walthour and gained a lap whenever he felt so disposed. The distance was only 20 kilometres (12½ miles), but rain interrupted the race at 13 kilometres (8 miles). In this distance the American was lapped five times.

A. G. Spain, the American negro, won the consolation race at Tourcoing, France, May 9th. Spain was shut out in the big race but won the consolation handily.

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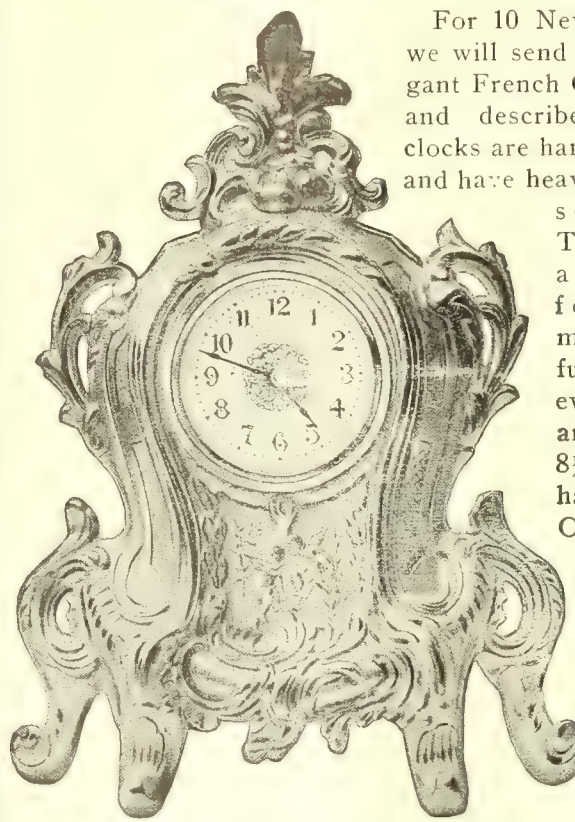
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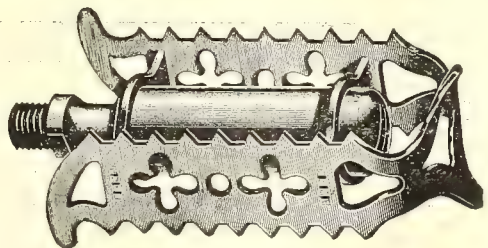
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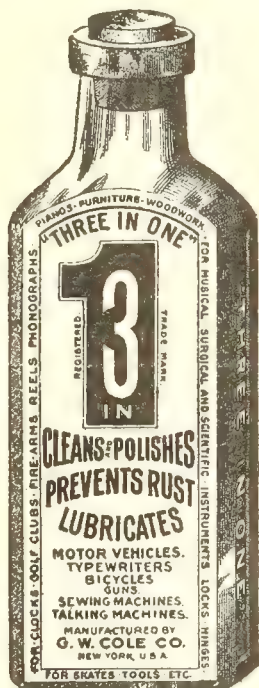
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RECENT PATENTS.

911,835. Back Pedaling Coaster Brake. Alexander P. Morrow, Elmira, N. Y. Filed Sept. 17, 1906. Serial No. 335,039.

1. In a back pedaling brake for cycles, a driving member; a hub; a stationary block, adapted to be attached to the frame of the cycle, and having a brake clutch member; a movable brake shoe; a brake carrier, revoluble with said driving member, having wedge means for actuating said brake shoe supported by said carrier, and adapted to be moved into engagement with said brake clutch; a brake actuator, revoluble with the driving member, and adapted on back pedaling to move said brake carrier into engagement with said brake clutch member, and to actuate said brake shoe by moving it in the same direction with reference to the brake carrier; means for moving said brake actuator in the direction of said brake clutch member on back pedaling; and means for causing driving engagement between said driving member and said hub on forward pedaling.

913,786. Spring Relief Coaster. Walter Van Wie, Oakland, Cal. Filed Feb. 18, 1908. Serial No. 416.

1. The combination with an axle, of a notched disc fixed thereon, a flanged elliptical plate held loosely on said disc and movable vertically with respect to the disc, a pin carried by said plate for engagement with notches of the disc, a spring arranged in an end of the plate and between the flange and the disc, said spring being diametrically opposite the pin and foot operated means for drawing the pin downwardly out of engagement with the disc.

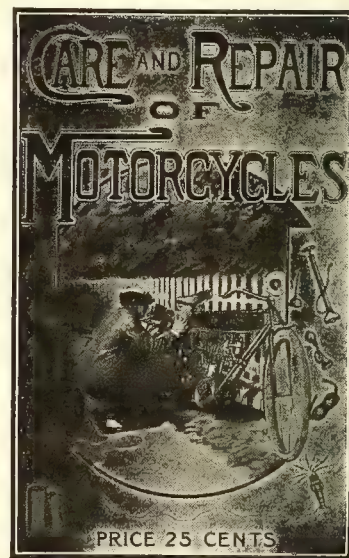
913,997. Headlight. Richard H. Welles, Kenosha, Wis., assignor to The Badger Brass Mfg. Co., Kenosha, Wis., a Corporation of Wisconsin. Filed Sept. 19, 1907. Serial No. 393,625.

1. In a headlight, the combination of a side body member, an end closure member having telescopic engagement with the side body, and means uniting said parts comprising a sheet metal joining ring interfolded with the out-turned margin of one of said members and extending radially within the shell, internal radially extending projections on the other member extending adjacent to and in overlapping relation to said ring, and screw bolts extending through the ring and internal projections.

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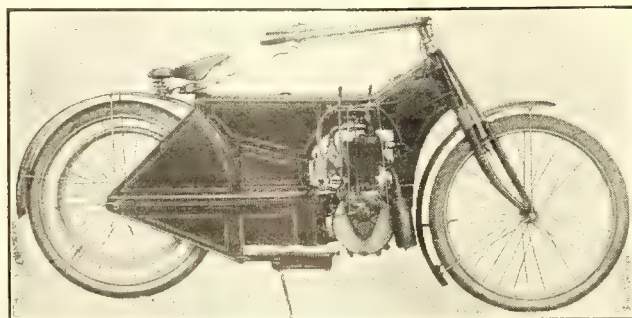
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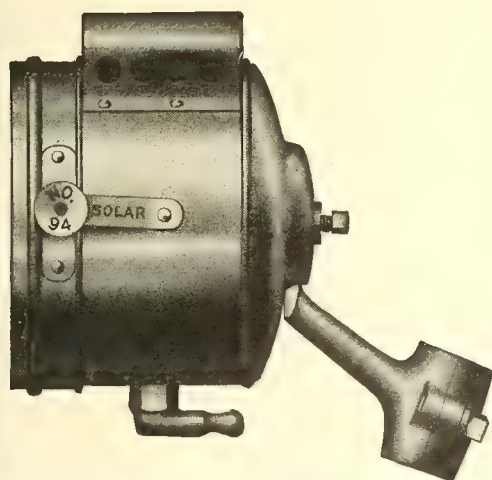
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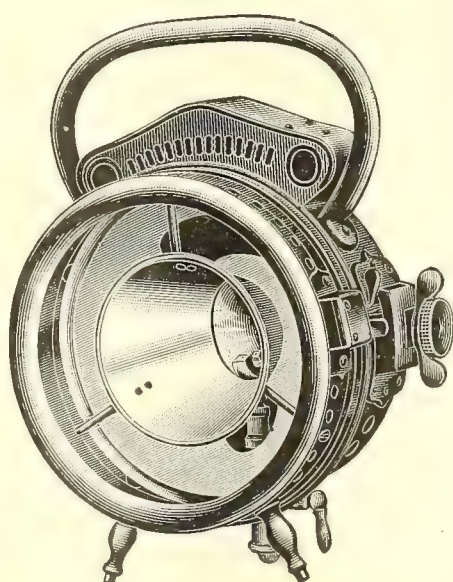
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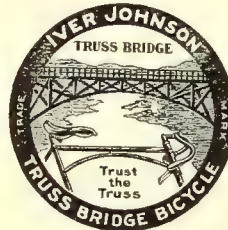
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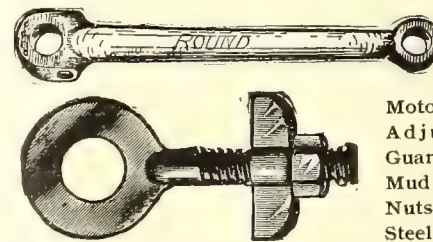
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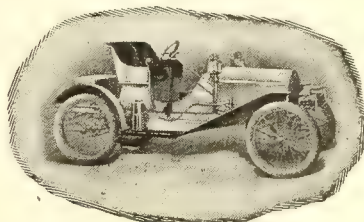
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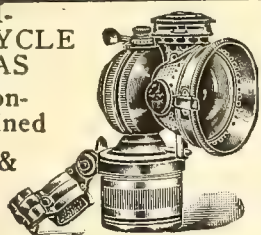
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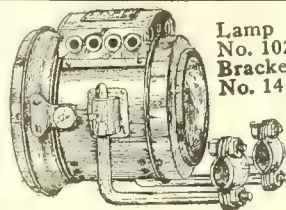
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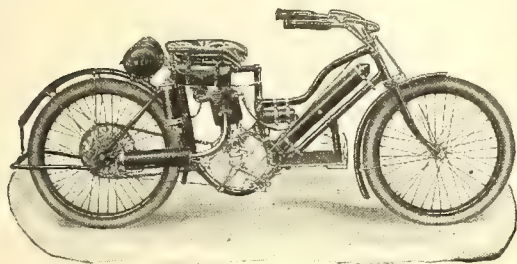
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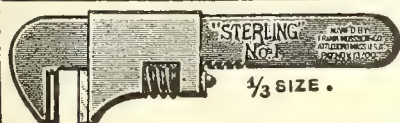
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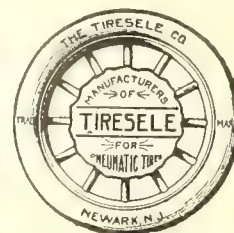
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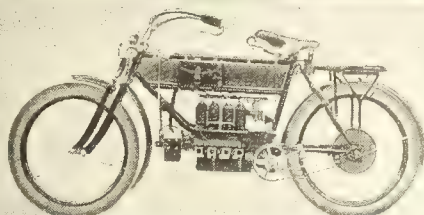
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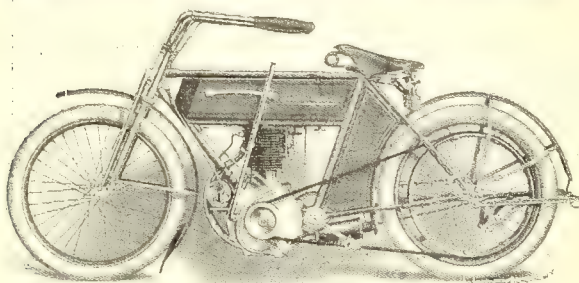
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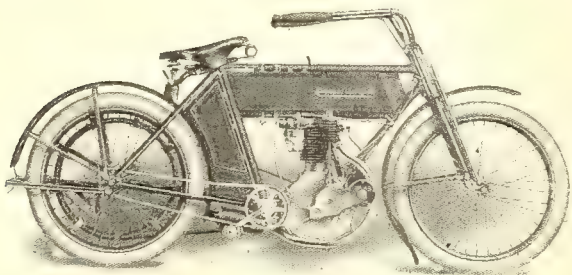
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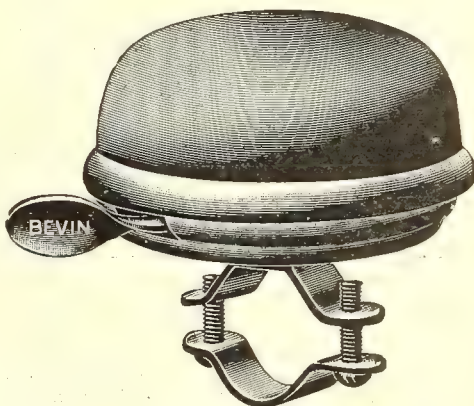
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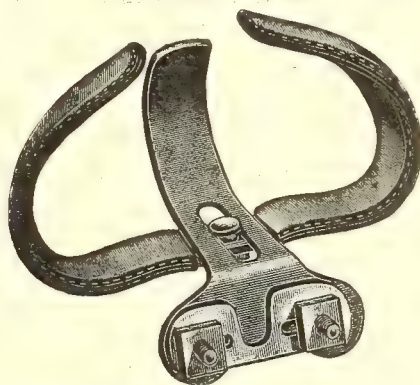


SUNDRIES That Sell Wherever Bicycles are Sold

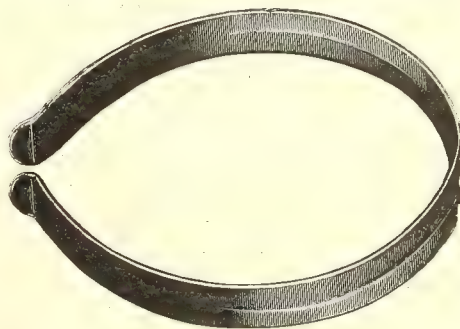
Bevin Bells



Bevin Toe Clips



Bevin Trouser Guards



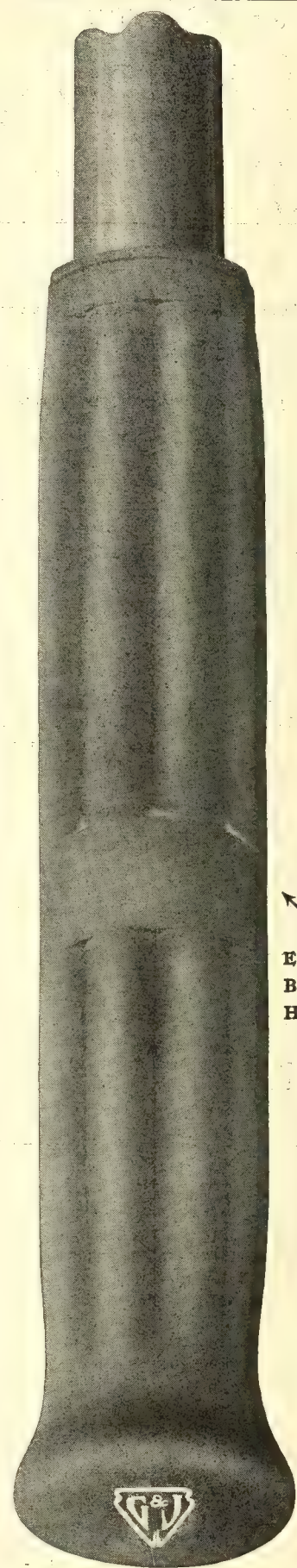
We Offer

such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.

EASTHAMPTON, CONN.



END OF
BAR
HANDLE

Order your new motorcycle equipped with

G & J ROUGH-RIDER GRIPS
Made of Rubber.

They relieve the vibration.

Price, \$1.50 Per Pair

For Sale by All Dealers.

G & J TIRE Co.
INDIANAPOLIS

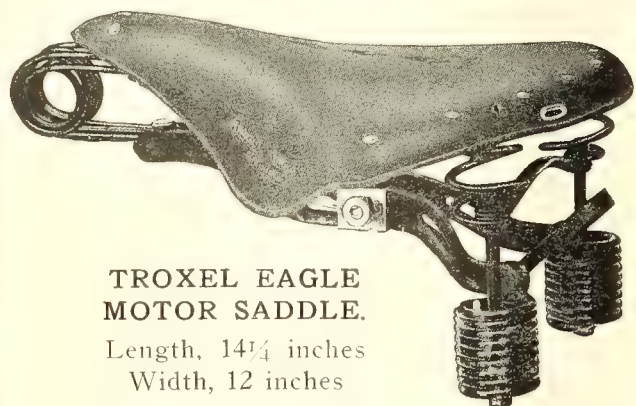
There
is
nothing so rare
as
a
complaint
affecting
Kokomo Tires.
There
never has been
any
trifling with
their quality.

Kokomo Rubber Co.,
Kokomo, Indiana



No Motorcycle or Bicycle Complete WITHOUT THESE SADDLES.

If your machine is not equipped with them



TROXEL EAGLE
MOTOR SADDLE.

Length, 14¼ inches
Width, 12 inches

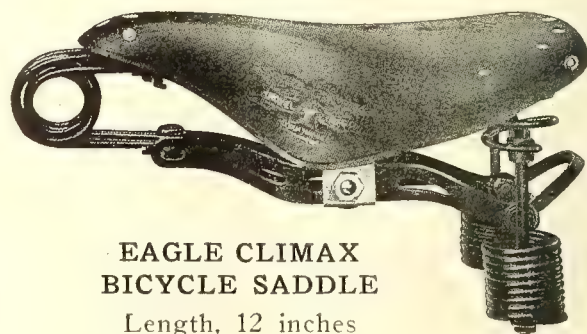
you don't

know

what

you are

missing.



EAGLE CLIMAX
BICYCLE SADDLE

Length, 12 inches
Width, 9½ inches

Makes rough roads smooth and riding at all times a pleasure. Why not have the best? Specify and insist that you get TROXEL Saddles and be convinced that they are superior to any you have ever seen. Write for catalog and guarantee to

THE TROXEL MANUFACTURING CO., Elyria, O., U. S. A.

EMBLEM MOTORCYCLES

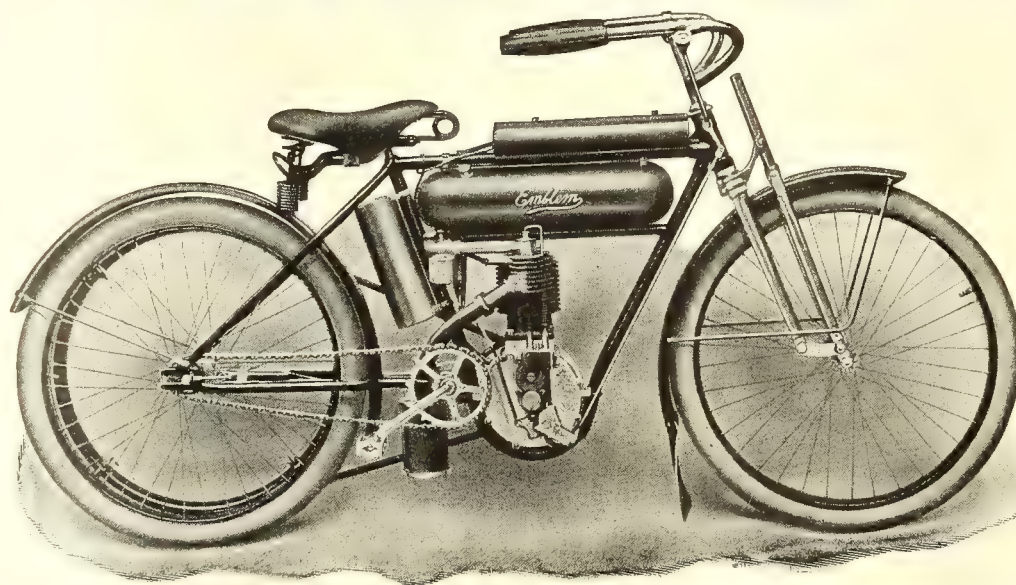
PRODUCT OF CO-OPERATIVE LABOR

3½ H. P.
BELT DRIVE
Spring Fork, Price \$175

4 H. P.
LOW FRAME

28 Inch Wheels,
Price \$200

BALL BEARING
MOTORS OF OUR
OWN MAKE



TRIANGULAR
REINFORCED
TUBE

(OUR OWN MAKE)

Is Used in Emblem
Motorcycles.

Emblem Spring Fork Makes Riding Enjoyable

Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

EMBLEM MANUFACTURING COMPANY, Angola, N. Y., U. S. A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

Note the Big Advantages in Selling This Tire

The Pathfinder Non-Skid Extra Heavy Bicycle Tire—because it is so constructed that lasting repairs can be made easily—will *save* money for your customers. Therefore, it will *make more* money for you.

It will make your customers glad they bought from you, and not only will they come back to buy again, but they will send you new trade—be your best advertisement.

Study the construction, the remarkable *service* qualities in this tire. It will be worth your while.

Two extra layers of the closest woven Egyptian fabric possible and a special corrugation absolutely prevent skidding on even the most slippery asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made. Besides these points, note that

The Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire

is not made from "reclaimed" rubber from the junk pile, which we could get for 10c a pound, or even from "Borneo" or "Guayule," at 35c a pound, but from the best grade of Para rubber,

fresh from the trees—as nearly pure as could be put in a bicycle tire to vulcanize properly. This rubber is quoted today at \$1.20 a pound. The other might *look* well enough at first, but it could never give Goodyear tire wearability.

Notice that all the fabric in this tire is the special closely woven Egyptian. A strip one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

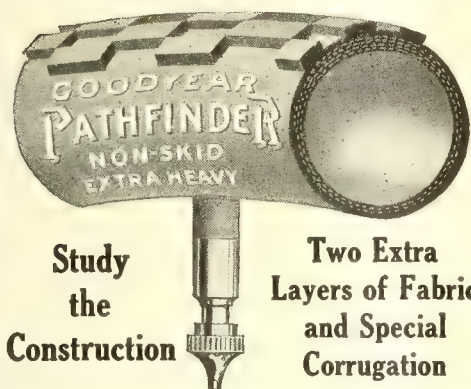
You never saw a cover more tough than that of the Pathfinder Non-Skid Extra Heavy. Yet the tire yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process,

which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, the Pathfinder Non-Skid Extra Heavy can be repaired by either plugs or vulcanization.

Why don't you join the more than 400 dealers—one to a town in all parts of the country—now doing a big business in Goodyear tires, and increase your own sales? If we aren't represented in your town, write us TODAY and see how much more money there is in it for you.

**There are
Over 400
Successful
Goodyear
Dealers**



Study
the
Construction

Two Extra
Layers of Fabric
and Special
Corrugation

The Goodyear Tire & Rubber Co., Moal Street, Akron, Ohio

Branches: Atlanta, 90 North Pryor St.; Boston, 261 Dartmouth St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 E. Fifth St.; Cleveland, 2005 Euclid Ave.; Denver, 28 W. Colfax Ave.; Detroit, 211 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad and Fairmount Aves.; Pittsburg, 5988 Center Ave.; San Francisco, 506 Golden Gate Ave.; St. Louis, 3935 Olive St.; Washington, 1025 Connecticut Ave.

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

—
STANDARD RUBBER PEDALS

—
SAGER TOE CLIPS

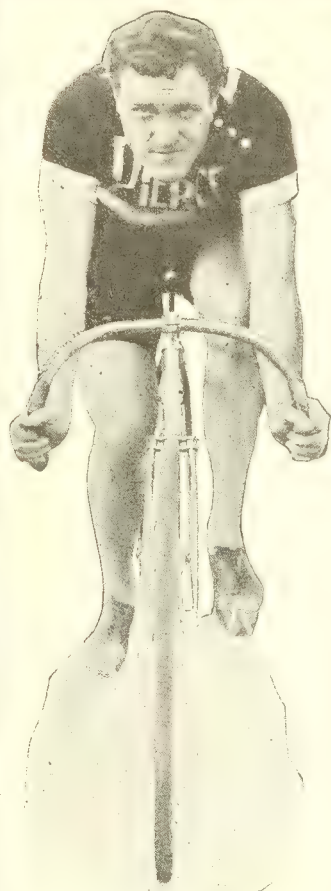
CYCLE AND MOTORCYCLE TYPES

—
BREECH-BLOCK SPARK PLUGS

ALL are necessities; all
all are ready sellers
and in continued demand.
All are top-notchers. No
stock is complete without
them.

■
**QUOTATIONS
ON REQUEST.**

THE STANDARD COMPANY, Torrington, Conn.



FRANK L. KRAMER

Kramer Makes New Record on the **PIERCE**

¶ On May 31st, at the Newark Velodrome, Kramer established a new world's record for 1/6 of a mile by making the time in 16 seconds flat. ¶ All racing men who ride to win, use the PIERCE. Best on road or track. ¶ We manufacture Heavy Service, Road, Racer and Cushion Frame Bicycles, and the Pierce Vibrationless Motorcycle. ¶ Ask for our catalogs.

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Branches: Oakland, Cal., Denver, Colo.

Select Your Motorcycle Tires with an Eye to Their Repair Shop Records as Well as Their Mileage Records.

You won't have to ride far on Morgan & Wright motorcycle tires before you will fully appreciate their shop record—they seldom have one.

The fact that we make them considerably stronger than is necessary to stand up under ordinary service keeps them out of the repair shop.

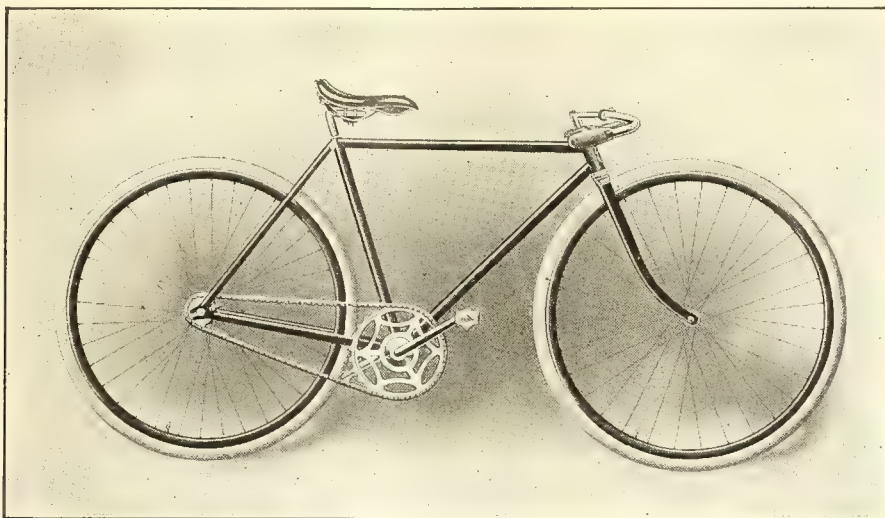
Plenty of surplus health and energy will keep a man immune from the majority of human ailments. Plenty of reserve strength enables Morgan & Wright motorcycle tires to withstand the unusual shocks and strains of service.

And they cost no more than other brands.

MORGAN & WRIGHT, Detroit

STERLING BICYCLES

THE "BUILT LIKE A WATCH" KIND



STERLING MODEL C. TWO-PIECE CRANK.

STERLING BICYCLES are the greatest value for the money on the market.

Their success this year has been remarkable. The price and quality have made a big stir in the trade.

Sterling Bicycles are right up to the minute in style. In material and workmanship they are surprisingly good. The fine quality and the low price are made possible only by the possession of long experience, unequalled factory facilities and a great output.

Here is a real money-making proposition. The large sale of these bicycles

this year proves it. There are several styles including a double-bar machine. If you are not already handling Sterlings, let us send you prices and full particulars.

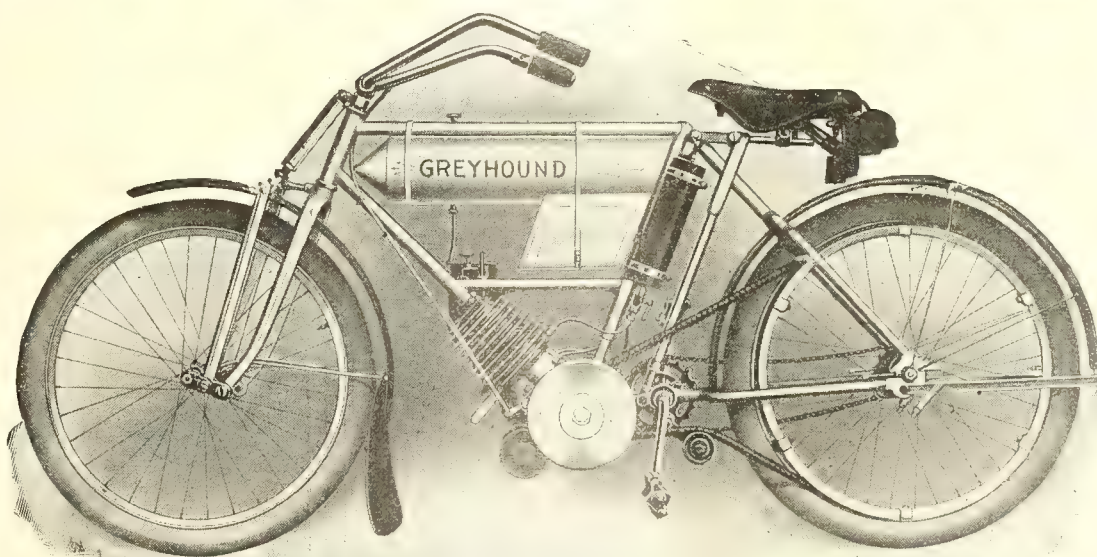
THE POPE MANUFACTURING CO., Hartford, Conn.

GREYHOUNDS GOING!

and going all over the country. Good factory management keeps us in position to fill orders promptly and that's one good thing. The fact that the 1909 GREYHOUND is what it is is another good thing. This keeps us humming all the time.

The **Greyhound Shock Absorber** is the best thing for comfort that ever went into a motorcycle. Lots of other fine features—high grade

construction and equipment throughout, one piece crank shaft, split crank case, chain belt drive, long wheel base. Correspondence wanted with riders and dealers. Catalogues free.



THE AUTO-BI COMPANY, 1443 Niagara Street, Buffalo, N. Y.

Sales Agents Metropolitan District, THE BROWN-DEWEY COMPANY, 1697 Broadway, New York.
Sales Agent Chicago District, WHIPPLE, THE MOTORCYCLE MAN, 260 W. Jackson Boulevard, Chicago, Ill.

If you consider quality and appearance of any importance always specify

STANDARD BICYCLE AND MOTORCYCLE RIMS

Bicycle—G & J Clincher, Rolled Edge Crescent, Drop Center. Motorcycle—G & J Clincher.

**MUD GUARDS FORK SIDES
REAR FORKS REAR STAYS
SEAT POSTS
Forward and Rear "L"
Frame Tubing, Etc.**

Estimates gladly furnished upon request. Prompt deliveries can be made.

THE STANDARD WELDING CO.
CLEVELAND

I Want

all of the people who are interested in motorcycling to write me and get my reasons "Why the ARMAC is the best motorcycle on the market today."

I must have some valid reasons, else I would not ask you to ask me. Would I?

Take a postal card (or write a letter) and say, "Show Me," with your name and address, then read my answer carefully. Will you do this? Thank you. Address,

H. G. HARTENSTEIN, Pres.

ARMAC MOTOR CO.,
472 CARROLL AVE. CHICAGO, ILL.

EVER TRY Diamond Nickel Steel Chains?

Nickel steel takes a very hard finish on the bearing surfaces, and for this reason, as well as its greater strength, we recommend DIAMOND NICKEL STEEL CHAINS to those who want the best.

Replace your old chain with a DIAMOND and it won't take you long to see DIAMOND superiority.

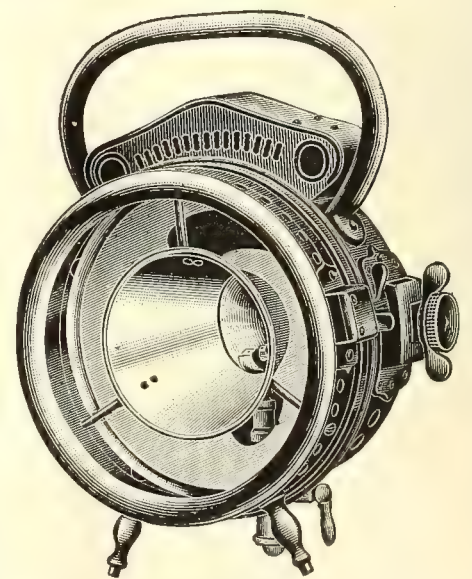
Diamond Chain & Mfg. Co.

Capacity 8,000,000 ft. per year.

141 West Georgia Street, Indianapolis, Ind.

Just What You Want —A Headlight

Not an ordinary lamp, that can only give ordinary light —no matter what the manufacturers say. We have tried ours out in this and other countries and have found it superior in every respect to all others. Its lighting abilities are immense; you can't imagine how good it is until you've tried it.



No. 523.....Price, \$6.50
No. 55 B Generator for same.....\$5.00

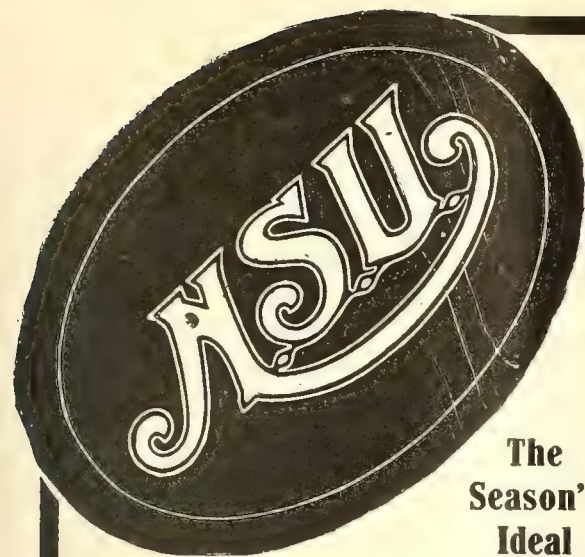
Write for 136-page Encyclopedia.

THE MOTOR CAR EQUIPMENT CO.

1727 Broadway

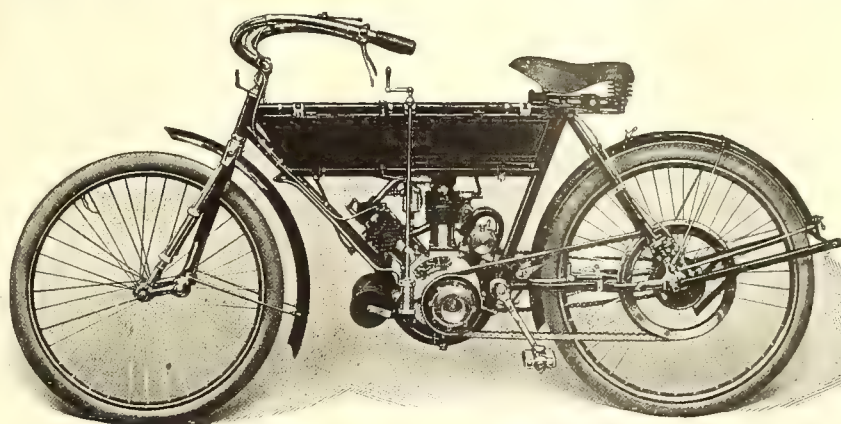
NEW YORK

55 Warren Street



The
Season's
Ideal

FOR THE CONSERVATIVE



3 H.P. TWIN ROADSTER.

Light
Powerful
Simple
Noiseless
Mechanically
Correct

YOU may not be particularly interested in endurance contests or care to know that the
N. S. U. is the Fastest Motorcycle in the World

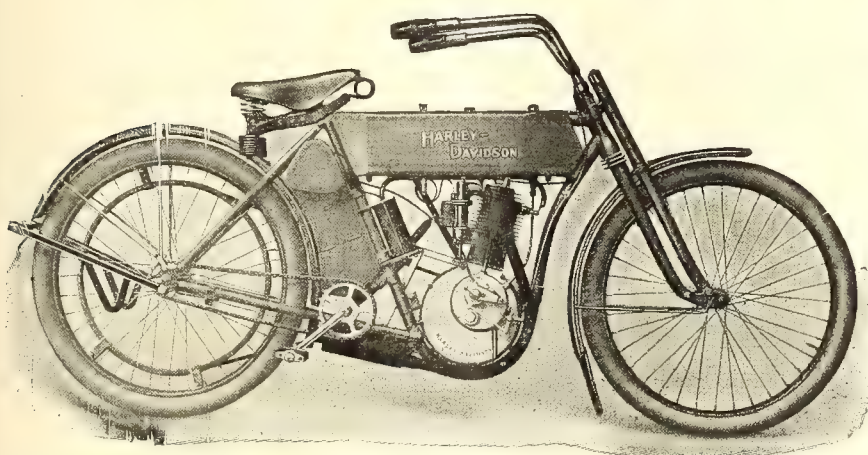
If not, then you should interest yourself in our new creation, the 3 H. P. Twin Roadster. "The machine that is being talked about—and bought." Every purchaser of this model has simply raved over it because it fits so admirably the requirements of the average business man who wishes to tour or merely ride about on a vibrationless and silent running motorcycle.

3 H. P. Twin Cylinder, Mechanical Valves, Luggage Carrier, Stand, Handle Bar Control, Undergearing Pulley, Bosch Magneto, Shamrock Gloria V Belt, Etc.

OUR NEW CATALOGUE "B" NOW READY

N. S. U. MOTOR COMPANY, 206 West 76th Street, New York City

HARLEY-DAVIDSON



OFTEN IMITATED—NEVER EQUALED

The one machine that affords
ALL the pleasure and satisfaction that motorcycling holds.

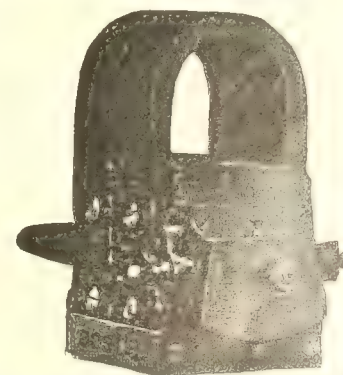
Harley-Davidson Motor Co.
MILWAUKEE, WIS.

Of course, you have noticed that the
Record Smashing
is being done by the motorcycles using
Bosch Ignition

The Reliability and Accuracy of the
BOSCH MAGNETOS
make them especially desirable for pleasure
and indispensable for speed.

Bosch Magneto Co.
223-225 W. 46th St.
New York City

CHICAGO BRANCH:
1253 Michigan Ave.



THE
Racycle

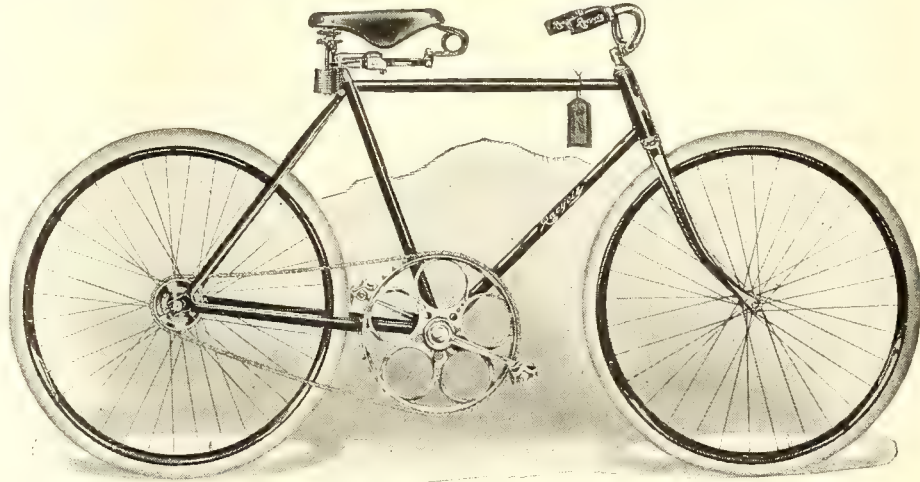
A Great Pair TO DRAW TO

THE
Hudson

The Two Most Profitable Agency Propositions in the World Today

Why not handle wheels for which there is a demand? You never hear our agents talking about business being dull, and you never hear of a dealer who is willing to give up our line. Why?

We spend \$25,000.00 every season for our agents, advertising our wheels for them. You can have a share in this by taking the agency.

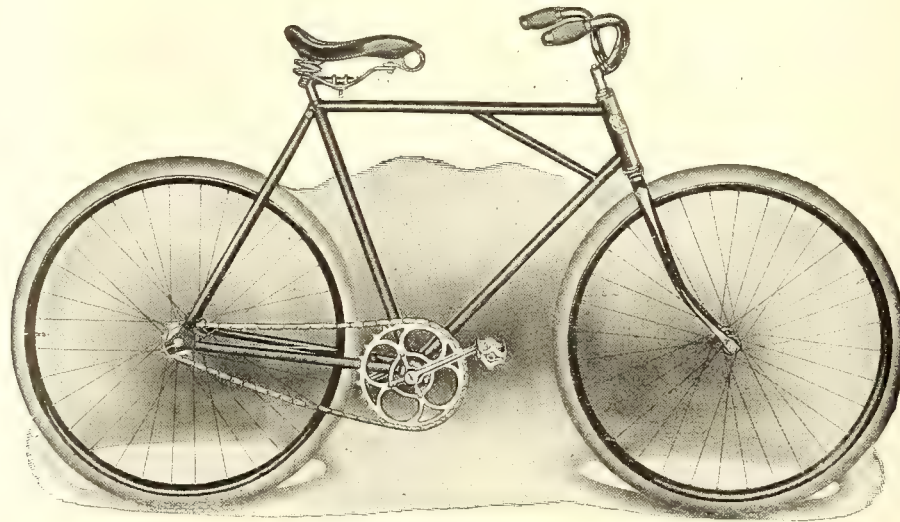


The 1909 Racycle

The interests of our agents are ours, and when they prosper, so do we. That's why we pull for our agents—that's why our agents succeed—that's why we have the finest agency system in the country.

Not only this year, but next year and all the time. We look out for our agents and give them goods that they can sell quickly and profitably and that stay sold.

Isn't it worth your while to investigate?



The 1909 Hudson

Our 1909 Racycles and Hudsons are better than they ever were. They are advertised more than ever before, and the demand has taxed the capacity of our enormous new factory. This means that our agents are doing the business. We sell no wheels direct—only through our regular agents. They get a direct benefit from all that we do to increase the business. Each agent gets a share of that \$25,000.00 that we are spending for them. How about your share? Don't stand still! You can forge ahead if you get started right.

Write to us and we will tell you how to start and how you can succeed.

The Miami Cycle and Manufacturing Company
Middletown, Ohio, U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, June 5, 1909.

No. 11

TO CANCEL ENTIRE INDEBTEDNESS

Pope Company Calls in Both Outstanding Series of Gold Notes—Payment to be Anticipated on July 1st.

Due to the fact that it finally has disposed of its automobile factories in Indianapolis and Toledo, the Pope Mfg. Co. has given legal notice that on July 1st next it will wipe out the remainder of the indebtedness incurred at the time of its reorganization.

The terms of the reorganization necessitated the issuance of three series of 6 per cent. gold notes amounting to \$800,000. The third series, the total of which was \$267,000, and which did not fall due until 1911, was taken up in January last, two years and five months before maturity and it is both of the remaining series, due in 1909 and 1910, which will be redeemed on July 1st. They amount to \$533,000.

Quite apart from the great saving in interest charges, the fact that the old company so quickly has been able to write off such an enormous obligation and present a clean balance sheet is a business feat that is far out of the common.

Plant Bros. Adopt a New Title.

Because of being confused with another firm of nearly similar name, Plant Bros., of Minneapolis, northwestern agents for G & J tires, and long identified with the tire trade, have changed their title to Minnesota Rubber Co. The change is one of name only. The business will be continued as heretofore at 21 South Second street.

New Company to Make Bicycle Tires.

The Falls Rubber Co. has been formed under the laws of Ohio, with \$75,000 capital, to operate the long idle plant of the Superior Rubber Mfg. Co., at Cuyahoga Falls, Ohio, which is being refitted for the purpose of making bicycle and automobile tires. The officers of the company are J.

H. Weld, president; Dr. S. H. Sturgeon, vice-president; H. F. Siegrist, secretary and treasurer. William E. Sherbondy, who will be superintendent of the works, is a practical rubber man of ripe experience.

Hendee Applies for Space at Atlanta.

The Hendee Mfg. Co., has applied for space at the Atlanta (Ga.) Automobile show which occurs November next. The event will be national in character, having been officially approved by the National Association of Automobile Manufacturers, the manager of which, S. A. Miles, will actively direct the affair. It will be the first show of the sort to be held in the South and the Georgia newspapers are "whooping it up" at a tremendous rate.

Incorporates with \$50,000 Capital.

Keller & Risque, St. Paul, Minn., who have been marketing a two-speed gear, have incorporated their business under the title Keller & Risque Motor Co. The company is capitalized at \$50,000. E. W. Keller, J. P. Risque and Frank Chabot are named as incorporators. Until about two years ago, Keller was prominently identified with the Armac Motor Co.

Majestic to Market Watawata Belts.

The Royal Motor Works, Worcester, Mass., which for some time has been using the imported Watawata leather V-belt, has secured the American agency for that article. For the purpose of placing the belt on the general market, the Royal people have in turn appointed the Majestic Mfg. Co., of Worcester, distributors of the Watawata product.

Johnson Does Not Get Kokomo.

Grafton Johnson, who several weeks since made an offer for the controlling interest in the Kokomo Rubber Co., Kokomo, Ind., will not come into possession of the property. He failed to exercise the option which he had obtained and which expired May 27th and accordingly forfeited the \$25,000 which he had paid for the option.

HOW SECOND HAND TRADE HELPS

What an Observing Salesman Says of Its Stimulation of Sales—He Sees Large Usefulness in the Small Boy.

"There are a lot of people in the trade who believe that the second hand business is a mistake and a detriment to the business," remarked a salesman who covers a wide expanse of territory in the course of a year and who was in New York a few days since, "but I no longer agree with them," he added.

"I so often had heard the remark, 'every old bicycle sold means the loss of the sale of a new one' that I made up my mind to find out how much truth there is in it. Accordingly, for the past few months I've put the question to nearly every agent I've called on—and the list is a pretty long one—and I cannot recall one who did not say that every sale of a second hand bicycle was a clear gain—that usually the people who bought them could afford nothing better, and were better served with a good second hand bicycle which had been overhauled than with a cheap creak, the chief virtue of which is its newness. Every second hand that is sold means one more rider, and the more riders, the better it is for every one in the business. That's the way I look at it.

"I always make it a point to do more than try to sell a dealer my goods," continued this traveler. "I try to pump an idea into him or to fill him with enthusiasm and I believe it pays in more ways than one. In talking with agents about this second hand proposition, I've tried to impress them with the importance of locating all the old and unused bicycles in their respective towns, and putting them to use. There must be dozens or hundreds of them in about every town in the United States, and most of them can be bought for \$2 or \$3, and which when cleaned and fitted with

new tires can be sold for \$10 or \$15. Some of these bicycles once cost \$75 or \$100, and I imagine that though they are rusting and rotting, their owners would be insulted by an offer of \$2 or \$3. But I believe a fair number of such people could be induced to ride again were they made acquainted with the fact that new tires and a little elbow grease would put their old machines in rideable shape.

"How would I locate these old bicycles? I'd enlist the small boy. I'd offer him 50 cents or \$1 for every old bicycle he brought in and I'll wager a few pennies that the kid would find them; a fifty-cent piece looks as big as a cart wheel to the average youngster. Yes, sir; I believe the small boy is the key to the situation. Why, when I was a kid, I wanted a shotgun and I wanted it badly, but I didn't have the price, but I found a way of getting it. Myself and my brother went around town asking people for bones, and we sold the bones and got enough of them to pay for a \$10 gun.

"I believe the average boy nowadays wants nothing better than a bicycle, and if more dealers would recognize the fact, the boys of his town not only will find for him lots of second hand bicycles, but create a pile of enthusiasm that will help to sell quite a few new ones. I believe any dealer can get the youngsters so stirred with a series of two or three short road races or coasting contests that the town won't be big enough to hold their talk and enthusiasm and it won't require more than a couple of sweaters and a pair of toe-clips to get them going. There may be only five or six boys in the first race, but its safe betting that there will be 15 or 16 or more in the third one. Once a boy's enthusiasm and rivalry is excited, he'll fill his home and his school with it and every other kid in his neighborhood will show the effects. Twenty-five miles road races for the big fellows are all right, but for genuine enthusiasm and sport give me a five miles race for the kids; and a sweater or a tire pump means as much to them as a gold medal or a silver cup means to the big fellows. But no dealer who promotes a boys' race should promote a long one, and he need not expect to achieve results unless he promotes at least three of them in a season."

Sherman Brings His Smile to New York.

George W. Sherman, sales manager of the Aurora Automatic Machine Co., was among the trade visitors in New York this week. He brought with him a satisfied smile, for the demand for Thor motorcycles shows small signs of abatement. One day's mail last week brought orders for 53 of them, and every other day has approximated those proportions. Sherman states that the demand is from no one section, but from all sections, and from the little villages as well as the big cities, although during recent weeks the South, where good roads are not abundant, has given indications of coming strong.

OIL MIXED WITH THE GASOLENE

Lubricating Purposes Served by Feeding Oil with the Fuel—Its Value for "Limbering up" Stiff Motors.

While the average man who handles motorcycles probably fancies that a charge of cylinder oil mixed with gasoline would cause all sorts of carburetter trouble, this is not invariably the case. As a matter of fact, the use of oil in the fuel is recommended by some experts as a convenient means of solving the lubrication problem, particularly for a motor which is fitted with a very tight piston or rings. Provided the oil is of the right sort for the purpose and is thoroughly dissolved in the gasoline, it will be carried through to the cylinder without in the least interfering with the action of the carburetter, and will be uniformly distributed over the walls, serving a useful purpose in a more certain and satisfactory way than can be secured in any other fashion.

This plan is used to advantage in certain types of two-cycle motor and in such instances is said to be the most satisfactory and economical plan known. The gas is drawn directly into the crank case without the use of a carburetter, which is replaced by a simple mixing valve in the type to which the system generally is applied. The oil, being less volatile than the gasoline, fails to be vaporized by the valve, but is driven into the crank case in the form of a very fine spray, thereby being thoroughly distributed over the crank and connecting rod bearings and effecting an even better supply to the working surfaces than is possible to obtain with the ordinary splash system, or so it is claimed.

With the four-cycle engine, such as is used on motorcycles almost exclusively, it is, of course, impossible to attempt to lubricate the entire machine through the gas. The use of a small amount of oil with the fuel under certain circumstances, however, is held to have very beneficial results as already suggested, because it ensures a very thorough distribution of oil over the upper cylinder walls just where the combustion creates the highest temperature, and also ensuring its delivery in regular amounts when most needed, which is to say, just prior to the beginning of the compression stroke. It should be regarded only as a supplement to the regular system, however, and no dependence placed on it other than as an auxiliary feed to the one locality in the upper part of the cylinder walls, where after an explosion little oil remains.

For the purpose, oil should be used such as is commonly applied in the crank case, provided it is of very high fire test. This proviso is necessary, as otherwise the oil may be broken up by the explosion and entirely consumed. But even should it be burned, it will have performed a small

amount of useful work in lubricating the cylinder during the compression stroke, so that generally speaking, the regular brand of cylinder oil may be used for the purpose with impunity. The amount to be used depends somewhat on the nature of the oil and also on the carburetter. In general, the ratio of one part of oil to 40 of gasoline, or what is the same thing, one pint to five gallons should be about right. A handy equivalent for this, giving a little richer supply, is 1 gill to every gallon of gasoline. Care should be taken to see that the oil is thoroughly dissolved and in general no further attention need be paid to the motor thereafter, except to see that the lower end of the cylinder and the crank shaft are properly lubricated in the regular way.

As the average motor is amply lubricated through the medium of the splash, this expedient is seldom necessary. Where a set of very tight rings, an unduly large piston, or the rough surface of a new cylinder bore combine to scrape off the oil which is splashed up from the crank case, and to leave the walls so dry that the motor runs to a higher temperature than it should, the scheme is a good one. If applied in season it may lighten considerably the troubles which are apt to attend the "breaking in" of a green engine.

Crane Repurchases His Old Store.

Orra O. Crane, who was in the bicycle business from 1895 to 1905, has returned to it, having purchased his old stand in Decatur, Ill., from W. H. Ashby to whom he had sold it. Crane is now carrying motorcycles as well as bicycles and handles dynamite as a side line, Decatur being in a mining country.

G & J Company Awards Its Cash Prizes.

The cash prizes recently offered by the G & J Tire Co. for the best advertisements based on G & J motorcycle tires have been awarded as follows: First prize, \$25, F. C. Schneerer, Norwalk, Ohio; second prize, \$15, A. L. Alexander, Pittsburg, Pa.; third prize, \$10, A. Litsey, Bardstown, Ky.

Burglars Make a Good Haul in Montclair.

The bicycle store of Springfield & Moore, Montclair, N. J., was burglarized one night last week and two motorcycles stolen and the cash register robbed. Later one of the thieves, who gave his name as Hugh McCabe, of Paterson, was arrested and confessed.

Shepley & Co. Become a Corporation.

The tire and rubber business of W. B. Shepley & Co., Houston, Tex., has been incorporated under the laws of that State as the Shepley Rubber & Supply Co. W. B. Shepley is president of the company.

Tire Repairers Take up Motorcycles.

The Auto Tire Repair Co., 1303 Michigan avenue, Chicago, have "taken on" motorcycles. They are handling the Armac.

APRIL ADDS TO ENCOURAGEMENT

Export Figures Maintain the Improvement of Preceding Three Months—Where the Gains are Significant.

April's exportation of cycles and parts maintained the upward movement that set in with the year and exhibited not only a gain over the record for March, but a net increase over that of April, 1908, amounting to \$4,124, or nearly the same improvement as was shown between March, 1909, and March, 1908. This is the fourth consecutive month during which the foreign markets have continued to manifest an increasing appreciation for the American product. That the improvement is distributed in practically the same way as before and over eight of the 18 geographical divisions, is no less significant and encouraging than is the fact that the upward trend has been constant a third of a year.

Most significant of the individual gains is that of Japan, which amounts to nearly \$4,500, while Belgium is not far behind. The greatest increase of all, \$12,300, is recorded to the credit of the group known as "Other Europe," and comprising countries not otherwise listed. The United Kingdom's improvement is expressed by a 40 per cent. gain over last year, amounting in currency to \$2,366. Mexico proved the greatest loser, with a depreciation of \$6,500 or so, while the other South American group, British Australasia and Italy, followed in order.

For the ten months ending with April, a loss is recorded, despite the upward influence of the month's record. Compared with the corresponding period of 1908, this is pretty nearly \$57,700. Six of the 18 divisions, however, combined to force a reaction which was of important effect in checking the downward movement. The most important service in this connection was rendered by the "Other Europe" group, which totalled a gain of \$67,500 in round numbers. This was more than double the greatest depreciation—that of Mexico, which was \$34,300. The report follows:

Replace Broken Ball with New Set.

It is easy enough to appreciate the fact that when one ball in a bearing has been broken the entire set should be replaced; the reason being that the entire lot being slightly worn, a single new one of standard size will be forced to carry more than its share of the load, and so will either break promptly or set up a tremendous amount of wear in the races. Riders who turn their machines over to repairmen to have a set of bearings replaced, however, should take pains to see that they are not charged the price of a new set for one new ball. That little bit of extortion sometimes may furnish an explanation for the rapid deterioration of one set of balls after another, where all other explanations fail.

Concerning Control of the Magneto.

One of the reasons why some motorcycles which are equipped with magnetos are hard to start, is that the spark advance and valve release are controlled by one lever. Consequently in order to fully advance the contact breaker for easy starting, the valve must be dropped and the machine pedaled against the compression. With some twin cylinder machines which are quite heavy, it requires strenuous work to acquire sufficient momentum to generate current in the magneto by pedaling against the compression. With machines equipped with separate levers for releasing the valves and advancing the magneto contact breaker, usually no difficulty is experienced in starting.

About Weak Automatic Valve Springs.

When engine trouble has been located in a weak automatic valve spring, or so it seems, and the symptoms fail to disappear after that member has been strengthened up by the simple expedient of stretching it out, it does not follow that the real difficulty lies in some other quarter. The fact of the matter is that a spring which needs stretching once, may need it several times successively; that it has lost its temper and in reality is worthless. The experienced motorcyclist soon learns to tell by the "feel" of a spring whether it is properly tempered or not.

OVERHEATING IN TWIN CYLINDERS

Real Sources of the Trouble Explained by an Expert—Suggestions Concerning Lubrication and Transmission.

That many users and repairers of twin motorcycles who complain of the overheating of the rear cylinder and consequent seizure of the piston are victims of a common delusion, is the assertion of a man well known in the trade, whose understanding of such matters is beyond question. Where the engine actually does stick, due to overheating, he states that in most instances the fault lies with the lower bearing of the connecting rods, and instead of being due to overheating in the cylinders, it is accounted for by lack of proper lubrication first, and sometimes also, by undue racing of the engine as well.

"Riders and many dealers, too, are often heard to complain of the overheating tendencies of their rear cylinders," he remarked, "and not infrequently they relate experiences in which this supposed fault with the engine has caused them considerable trouble. But as a matter of fact, I have found it to be the case that the 'scissors' bearing where the two connecting rods are coupled to the crank is the real offender in most instances. While it is perfectly natural to suppose that the rear piston has stuck, when it is found that something about the engine has 'froze up,' generally speaking it is not the piston at all, but the crank bearing which has swelled and gripped its journal.

"You see," he continued, "the crank shaft is the same in a twin motor as it is in a single, but it actually does twice the work. That being so, it requires a great deal more oil. But the rider who is none too well acquainted with his twin, be he dealer or owner, is apt to overlook this fact, and really to starve that important center of activity. My rule, which has saved me a lot of trouble, is to give the engine two guns full of oil when starting, and one more every five or six miles on the road. Because the twin needs a lot more oil than the single, and if it doesn't get it—you know what happens.

"And here's another point," he concluded. "Riders of machines having chain transmissions seldom appreciate the necessity of keeping their compensating sprockets adjusted to match their weight. The result is that the sprockets are pretty apt to slip under the great power of the double engine, sometimes running behind the engine for several miles. It is akin to 'racing' the motor and in a word means that the engine must run faster than it should run in order to drive the machine at a given speed; the effect is the same as though a lower gear were used. The result is that any possible tendency to heating anywhere in the motor is considerably exaggerated.

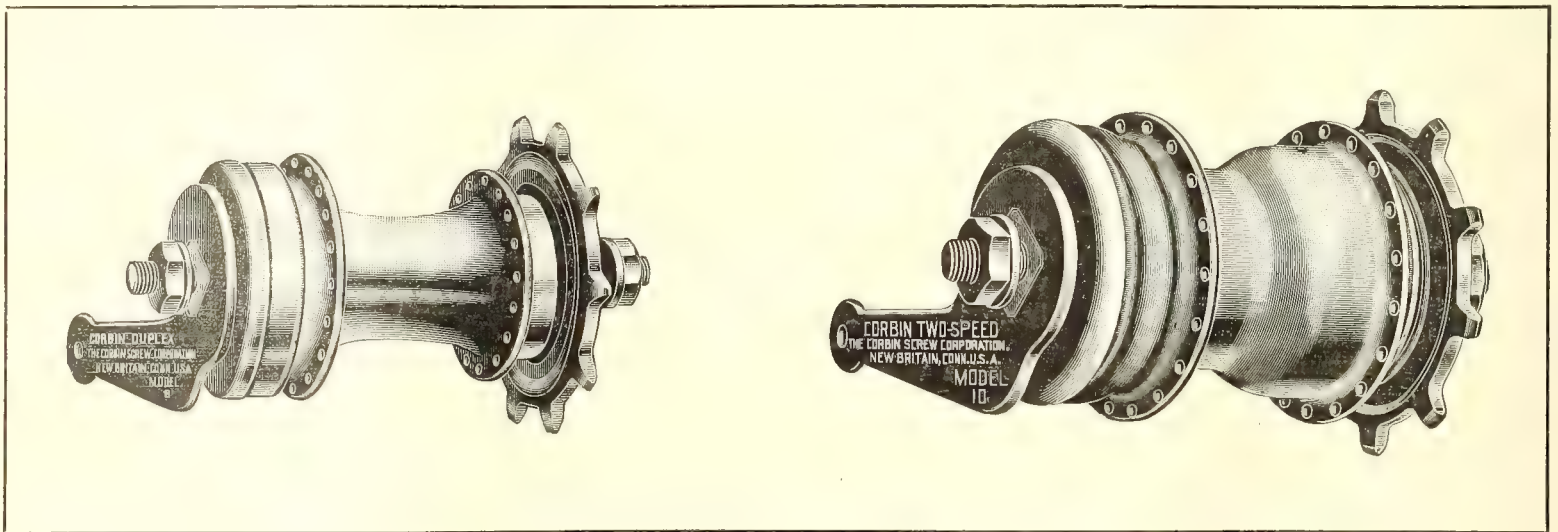
Exported to—	April		Ten Months Ending April		
	1908	1909	1907	1908	1908
United Kingdom	\$5,546	\$7,912	\$243,541	\$83,486	\$83,087
Belgium	2,471	6,769	20,970	21,447	30,924
France	403	1,092	31,959	21,975	26,557
Germany	5,781	5,286	28,447	25,929	19,766
Italy	3,736	1,104	19,309	25,382	18,496
Netherlands	5,150	2,646	31,278	25,392	29,828
Other Europe	2,882	15,188	184,566	62,802	130,281
British North America	7,215	6,751	39,591	50,861	44,847
Mexico	10,949	4,480	79,202	81,385	47,057
Cuba	4,172	2,860	30,595	36,050	17,330
Other West Indies and Bermuda..	982	1,712	17,520	21,764	12,677
Argentina	2,352	1,781	16,203	12,539	15,775
Brazil	555	697	10,184	6,744	4,606
Other South America.....	3,619	388	17,229	13,654	8,137
Japan	2,889	7,350	113,015	81,039	49,613
British Australasia	8,213	5,533	70,716	82,098	49,770
Other Asia and Oceania.....	1,732	1,921	21,205	12,980	20,265
Other countries	1,113	414	9,656	7,460	6,303
Totals	\$69,760	\$73,884	\$985,186	\$672,987	\$615,319

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NEW BRITAIN, CONN., U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JUNE 5, 1909.

"Herewith find my check for three subscriptions, which send to the addresses given. I am glad to advise that the boys who drop into my store are all pleased with the *Bicycling World* and can hardly wait until they get home Monday evenings to see what has been going on throughout the country during the week."—H. P. Hansen, Chicago, Ill.

To Whom It May Concern.

If some men and at least one publication that, while decrying personalities indulge in them, realized as thoroughly as he realized and realizes that the editor of the *Bicycling World* relinquished the presidency of the Federation of American Motorcyclists eleven months ago and but once since then has put a finger into its affairs, they would save their tongues and pens and tempers much unnecessary wear, sleep better and increase the merit and wholesomeness of their utterances. But because its editor organized it and for five years served as president of the F. A. M. is no reason why the *Bicycling World* itself is not as free and quite as competent as any other publication to offer suggestion or criticism, or to become a party to any discussion of anything pertaining to the F. A. M. as it is to deal with anything else of a motorcycling character. Those who appear to hold the

contrary view should brush up their reasoning faculties and those whose eye-slant is such that they cannot distinguish the opinions of a publication from those of an individual, and who accept suggestions and criticism as personal affront, will have to nurse their wounded vanity as best they may. For the *Bicycling World* means to express opinions whenever it chooses to do so, and as plainly as it pleases.

Economy Tests on the Point System.

In connection with the ever-fruitful topic of motorcycle economy, and more particularly of motorcycle economy tests, a useful suggestion may be drawn from a method of scoring which has been used in connection with automobile contests of this nature and with most eye-opening results. As with the ordinary form of motorcycle contest, each of the contenders was given a measured amount of fuel, either one or two gallons, and turned loose to go as far as he could over a prescribed route. But in addition to the limitation of the fuel supply, the weights of the machines and the weights of the drivers and passengers were taken and used in making up the final score, expressed in points. This figure was merely the product of the total weight of cars and passengers multiplied by the number of miles traversed before the fuel supply was exhausted.

The technically inclined will readily recognize in this product of weight \times distance a quantity called "pound miles," which is an expression for the work done on the given amount of fuel. But mathematically minded or otherwise, anyone will readily grasp that this figure, taking into account as it does both distance and weight, serves to equalize the scores of light and heavy machines, placing them on an even footing, while scoring on the point system is as readily understandable to those to whom the term "foot pounds" would be meaningless or confusing.

Far from being a method of handicapping, as this might imply, it favors only the best machine, or the one which can produce the greatest amount of work over the given course and with the limited fuel allowance granted, whether it goes a long way with a light load or only a little way with a heavy one.

For motorcycle contests in which a wide variety of machines are entered also it should prove an efficient method of removing a bone of contention which so often is presented by heavy men or men with heavy machines. As a matter of fact, the heavy machine, though going a much

shorter distance, should stand as good a chance of winning as the very light machine, provided its engine is built to run economically.

Economy tests constitute one of the best and most effective advertisement of the motor bicycle that it is possible to devise, and such a test decided on a point basis would be, so far as motorcycles are concerned, a novelty and enable some enterprising club to distinguish itself.

Usefulness of the Small Boy.

What a useful article the ordinary, freckle-faced small boy may become in the hands of the skilful merchant who is anxious to advance the cause of the bicycle in his immediate territory is appreciated by few. For those who do not know from experience, the way is suggested by the traveling man who is quoted in another column. This man has ideas of his own, and along with them vivid memories of how "when he was a boy" he had felt a mighty need for cash and had been willing to turn his hands to almost anything to secure it.

Quite apart from what he says regarding how the boys may be employed in routing good, if long disused, bicycles from their cobwebbed hiding places, when he remarks that "once a boy's enthusiasm and rivalry are excited, he'll fill his home and his school with it, and every other 'kid' in his neighborhood will show the effects," he hits squarely on the head a nail that may be made to carry into very many homes the gospel of cycling. The suggestion of a series of short races or coasting contests for small boys as a means of creating the enthusiasm which leads to increased interest and increased sales is one that few dealers cannot put into practice. There is no other means so readily available or that may be employed at such a trifling expenditure of time and money.

It is too greatly the habit to underrate or overlook the value of the small boy's interest and enthusiasm, but when some of it at least is carried and imparted to his home and school it is not to be scoffed at. He is a wise bicycle dealer who takes the boy seriously to heart and who considers him worth bothering with. The boy of to-day is the man of to-morrow.

One drop of oil in the bearings is worth fifteen million in a squirt can. Similarly an empty oil can in the tool kit is just about as valuable as a roll of stage money to a hungry man.

MANY MATCH RACES AT DAYTON

**Local Riders Settle Rivalry on the Track—
Pursuit Race Proves Real Feature of
Long Program.**

With a large crowd in attendance, good weather and hair raising finishes and thrills upon a dusty track, the first meet of the Dayton (Ohio) Motorcycle Club at the fair grounds track on Saturday last, 29th ult., was a pronounced success. Most of the honors were gathered in by Herbert Allen (Thor), and Harry Nixon (Indian), each of whom won four firsts. Irvin Howitz (Indian), and Harry Gross (Thor), each scored one first.

There were match races aplenty that caused the crowd to cheer at the close finishes, but the most exciting event was an unlimited pursuit in which nine riders started. Usually motorcycle pursuit races do not last very long, but this was a noteworthy exception. The race soon dwindled to Martin, Allen and Nixon, and with these three equal distances apart the contest assumed the proportions of a duel of speed and endurance. It took Allen six miles to overhaul Martin. With Martin out of the way Allen and Nixon fought it out for seven long miles, when Allen finally overhauled and passed his rival. The summaries:

Two miles for machines under 20 cubic inches—Won by Irvin Howitz, Indian; second, Charles De Grundy, Thor; third, Herbert Allen, Thor. Time, 3:08½.

Three miles challenge cup—Won by Harry Nixon, Indian; second, Harry Gross, Thor; third, J. Butler, Excelsior. Time, 4:36½.

One mile match between Charles De Grundy, Herbert Allen and Harry Gross—Won by Allen, Thor; second, De Grundy, Thor. Time, 1:38½.

One mile open—Won by Herbert Allen, Thor; second, J. Butler, Excelsior; third, Charles De Grundy, Thor. Time, 1:37.

One mile match between Harry Nixon and Irvin Howitz—Won by Nixon, Indian; second, Howitz, Indian. Time, 1:41.

Five miles handicap—Won by Harry Nixon, Indian (scratch); second, Irvin Howitz, Indian (½ mile); third, J. H. Martin, Indian. Time, 7:19.

One mile match between Harry Gross and J. Butler—Won by Gross, Thor; second, Butler, Excelsior. Time, 1:34.

Five miles open—Won by Herbert Allen, Thor; second, Harry Nixon, Indian; third, J. Butler, Excelsior. Time, 7:18.

One-thirty-second mile slow race—Won by Jacobs, New Era. Time, 0:51.

One mile match between Harry Nixon, J. Butler and Irvin Howitz—Won by Nixon, Indian; second, Butler, Excelsior; third, Howitz, Indian. Time, 1:32.

Unlimited pursuit—Won by Herbert Allen, Thor; second, Harry Nixon, Indian;

third, J. W. Martin, Indian. Distance, 13 miles. Time, 18:57.

Seven Events in New York Hill Climb.

The program for the New York Motorcycle Club's open hill climbing contest, which will occur June 19th, will comprise seven events, made up of four contests for touring machines of respectively 24, 30.50, 50 and 61 cubic inches piston displacement, two open events for the 30.50 and 61 classes, and a seventh event which will be run according to Callendar's formula. The touring machines, as officially described, must be fitted with standard saddles, handle bars, mud guards and mufflers, and with tires of not less than 2¼ inches.

The hill selected, as the Bicycling World previously stated, is a new one and is located on the Riverview Manor estate, a half mile from Hastings-on-the-Hudson, which is 18 miles from New York City. The grade, which averages 14 per cent., is 2,900 feet long, and has a long easy curve. The entry list is in charge of A. G. Chapple, 2234 Broadway. The entry fee for the touring machine events is \$2, and for the open events \$3. Post entries will be taxed \$1 extra. The climb will be started at 1 p. m.

Motorcycle Club Renounces Road Racing.

The San Francisco Motorcycle Club, one of whose members recently fractured his skull during a road race, has taken a stand against that form of sport and will use its best endeavors to discourage it. At its last meeting, when the subject was thoroughly aired, Capt. Carey, Joseph Holle, George W. Payton and other prominent members joined in urging that road racing be discontinued. They pointed out that it was dangerous and against the law and prejudiced the public and served only manufacturers' advertising purposes. These views prevailed, and as a direct result President Collins was instructed to confer with the G & J Tire Co. with a view of having changed the road racing conditions attached to a trophy which that company had presented to the club. The latter desires that hereafter the cup be competed for on the track or in hill-climbing competitions.

Rich Prize for Newark Night Race.

Night racing will be ushered in at the Newark Velodrome with a flourish on Wednesday night next, 9th inst., with a 2-mile handicap as the feature. As the first prize will be a twin-cylinder Indian motorcycle and the second prize only \$40, there likely will be some tall riding among the professionals. The other professional events are a half-mile open and a 5-mile motorcycle race. For the amateurs a novelty has been provided in the shape of a 2-mile motor paced race, the other event being an unlimited pursuit.

Collier's not the First 24 Hours Feat.

Although H. A. Collier's record of nearly 776 miles, made on the Canning Town (England) track, May 5-6 last, is generally con-

COMING EVENTS

June 6, Sacramento, Cal.—Motorcycle race meet at Agricultural Park track; open.

June 6, Springfield, Ill.—Illinois Wheelmen's 12 miles handicap road race; open.

June 6, San Francisco, Cal.—Annual relay race for Stockton trophy.

June 6, Jersey City, N. J.—Columbia Road Club's half century run; open.

June 6, Philadelphia, Pa.—Philadelphia Motorcycle Trade Association's run to Atlantic City and return; open.

June 9, Newport, Ind.—Danville (Ill.) Motorcycle Club's hill climbing contest; open.

June 9, Louisville, Ky.—Motorcycle races at Fair Grounds track; open.

June 12, Worcester, Mass.—Motorcycle hill climb on Dead Horse hill; open.

June 12, Denver, Col.—Bicycle race meet at Overland Park; open.

June 12, Philadelphia, Pa.—Philadelphia Motorcycle Trade Association's postponed race meet at Point Breeze track; open.

June 12-13, St. Louis, Mo.—St. Louis Cycling Club's annual Pike county tour; open.

June 13, Valley Stream, N. Y.—Roy Wheelmen's First Bicycle Marathon handicap road race (26 miles 385 yards); open.

June 13, New York City—Concourse Motorcycle Club's annual spring run to Savin Rock, Conn., and return; open.

June 20, Atlantic City, N. J.—Atlantic City Wheelmen's 25 miles handicap road race; open.

June 27th, New York City—Amsterdam Wheelmen's Queensboro century run; open.

July 4, Alameda, Cal.—Alameda Wheelmen's race meet; open.

July 18, Brooklyn, N. Y.—Eastern Division, Century Road Club Association's annual mid-summer century run to Patchogue and return; open.

August 1, Brooklyn, N. Y.—Long Island Division, Century Road Club Association's bicycle and motorcycle century run; open.

considered to be the first around-the-clock performance on a motor bicycle, it is nothing of the sort. The first feat of the kind was accomplished in 1902 by A. A. Hansen, on the old cement track in Garfield Park, Chicago. Hansen rode 634¾ miles, using a 2 horsepower single cylinder machine. Collier used a 7 horsepower twin. At the time of Hansen's feat the F. A. M. had not been organized and his record was never booked; it would not have been accepted any way, as when formed the F. A. M. made haste to recognize and enforce the international 110 weight limit, which later it was found the foreign bodies responsible for it were not respecting.

NO GIGANTIC DESPAIR FOR WRAY

He Romps, Twice a Victor, up the Tortuous Steep at Wilkes-Barre—Two Hot-Cold Bottles His Reward.

Despite President Ovington's special appeal that the motorcycle events in the annual Wilkes-Barre (Pa.) Automobile Club's hill climb on Decoration Day, 31st ult., be well filled, and although he was present in an

himself upon the faster machine had he been favored with a clear course.

The Giant's Despair mountain road was never in better condition than on Monday. It had been oiled and scraped and the water-breaks leveled and was particularly conducive to record breaking. The course is exactly 6,000 feet in length, and rises 690 feet in a mile, one grade being as steep as 20 per cent. The road is a continuation of "elbows" and "S" curves, which call for the most skilful manipulation.



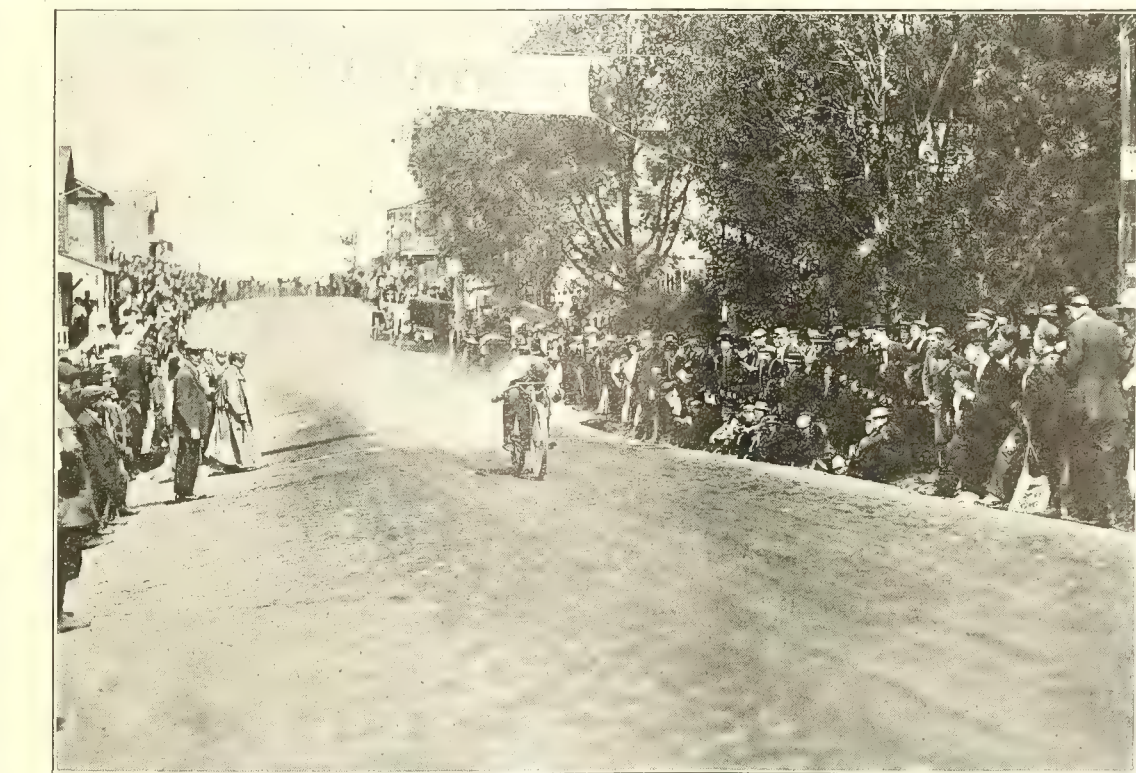
WRAY ROUNDING ONE OF THE S TURNS

official capacity, the entries were few and the treatment accorded them was nothing to rave joyously about.

Two events for motorcycles were included in the list of events, and upon the program these were listed as the thirteenth and fourteenth events, properly coming last upon the program, as all other events were run off according to the numbering in the program.

When the time came to start the meet, however, several thousand spectators were toiling wearily up the hill. The road was congested at many points, and as it was impossible to run any automobile events it is supposed the officials hit upon the happy plan of making the motorcycle riders serve as road-clearers. At any event the motorcycle events were run first, and the riders did not have a chance to do their best. W. H. Wray, Jr., of Brooklyn, N. Y., accounted for both contests.

The motorcycle record for the Wilkes-Barre Mountain, which is commonly known as "Giant's Despair," is 1:40, which performance the year it was made was more than 9 seconds better than the fastest time made by racing automobiles. As the freak machine upon which it was made has never approached the times made by twin-cylinder machines within the official requirements, it is reasonable to suppose that Wray's record of 1:40 would have been eclipsed by



CROSSING THE STARTING LINE AT FULL SPEED

The prizes were such as may be expected where motorcycles and automobiles mix. Considering the fact that the motorcycle riders took greater chances than the automobilists, the prizes in the twin-cylinder class were particularly inapt—two "Ther-

mos" bottles, in which liquids may be kept cool, even in Hades. When Wray discovered what manner of prize he had won, not even the patented bottle served to keep him cool. In one of the automobile events was a silver loving cup valued at several hundred dollars and in another event the prize was a purse of \$200.

The first motorcycle event was for machines under 30½ cubic inches piston displacement. Wray, on a small 30.50 twin Indian, and George C. Smith, on a single R-S, were the only starters, Anderson and Arndt being scratched. Wray was the first to make the ascent, and he had to slow at the "Devil's elbow" turn because of the crowd. As the crowd was considerably thicker above the "elbow" than below, it may be imagined that Wray had his troubles. He finished in 1:55, while it took Smith, who also had to pick his way, 2 minutes 28 seconds to cover the course.

Charles Anderson, a local rider, on a 4-horsepower Indian, was the first to start in the 61 cubic inches class, and he made a good climb, doing it in 1:57½. Wray, on a 7 horsepower Indian, followed, and flew up in 1:41½. Jesse Arndt, riding a 5-horsepower Indian, was the third man to tackle the hill, and he romped up in 1:57½, one-fifth second slower than was made by Anderson. Edwin Swain, 6-horsepower R-S, was the last away and by far the slowest. He required 2:39 to make the ascent.

Chapple Learns News About Himself.

That A. G. Chapple, captain of the New York Motorcycle Club, had become "the new manager" for Jacob Derosier, the pro-

fessional crack, was the somewhat startling news that appeared in print one day this week.

"The first I knew of it was when I read it in that paper," was Chapple's comment when he was asked about the matter.

SALT LAKE SEASON INAUGURATED

Opening Meet Attracts Big Crowd and
Furnishes Fine Sport—Honors in Both
Classes Well Divided.

Salt Lake City, May 31.—That the re-surfaced Salt Palace saucer is faster than ever before was conclusively demonstrated tonight to a crowd of between 4,000 and 5,000 spectators, when the inaugural meet of the season of 1909 took place. Manager Harry Heagren provided a splendid card of events for the hungry bicycle "fans" of Zion and stirring finishes, and record-approaching times kept the large crowd in an uproar from start to finish.

Everything moved like well oiled machinery. All the old officials knew their book by wisdom born of years of experience and the riders seemed on edge to give the spectators a ride for their money. All in all it was one of the most successful race meets ever held in this altitude and the scramble between both the amateur and professionals was keen, as every rider wanted to score first blood of the season. As stated, the new cedar track proved that all its accredited speed has not been press agent guff, for the two miles Gardner handicap, which was the feature of the evening, was covered in the remarkable time of 3:53½, while the mile amateur race was ridden in less than two minutes.

The chief distinction was earned by young Albert Crebs, a native son, who had a meteoric career as an amateur and was turned professional by the National Cycling Association only this year. Young Crebs, a protege of Bardgett, not only defeated the man who taught him how to ride, but he took the measures of other cracks, one of them being a former world's champion. But apparently Frank L. Gardner, the National Cycling Association's representative in this city, has not been apprised by the governing association that there is a rule which prohibits teaming. Under the old rules teaming between two riders was permissible, providing it was announced to the riders and spectators before the race started. Tonight Representative Gardner allowed Samuelson and Lawson to team. Young Crebs, however, completely demolished this formidable combination.

J. Gordon Walker, the Australian, who, last year was a second rater but who recently jumped into the ranks of top-notchers through his performances at Los Angeles, demonstrated that he is a factor largely to be considered in this year's battle. In the two miles Gardner handicap Walker, from 20 yards, defeated Samuelson, Pye, Senhouse and Palmer.

Philip Wright easily was "the class" of the supposed "simon pures." He won the mile handicap from scratch and in the five miles scratch with lap prizes, walloped Hume, Mayer and Thomas in the order

named. There is another rider who hereafter will be known as a "regular pedal pusher." His name is Rodberg, and he won the novice medal. Fred Whittler surprised the crowd by defeating T. M. Samuelson in their five miles motorcycle race, covering the five miles in the fast time of 5:58.

The half mile open professional was divided into three heats, with two and three in the fastest heat to qualify. W. Palmer, of Australia, won the first heat from Crebs and Samuelson and Lawson finished in the order named in the second heat. This proved the fastest, letting Wilcox in for the final. The third heat went to Paddy Hehir, the new Australian, with Dave Mackay of Newark second. In the final heat Lawson and Samuelson were announced as a team and the spectators saw a reversal of the usual order of things when Lawson did the donkey work for Samuelson. The former world's champion plainly is not the Lawson of old. Crebs sprang a jump at two laps to go and Lawson made a brave effort to pull Samuelson up to flying Crebs. After he was let go Samuelson made a gallant sprint, but little Crebs stalled him off and won the decision by an eye lash.

Twenty riders started in the two miles Gardner handicap, which had a purse of \$205, of which \$100 went to the winner, \$50 second, \$25 third, \$10 fourth, \$5 fifth, and \$1 per lap. Lawson and Pye from scratch, Hehir, Walker, Bardgett and Downing were the back markers and they can thank Hardy Downing that they got up. The going proved too fast for Lawson and he expired in the fifth lap. At four laps to go "Whiskers" Devonovitch was in front, but a lap later Walker jumped and standing off Palmer won easily, with Samuelson second, Pye third, Senhouse fourth and Palmer fifth. The lap money was divided between Frank Schnell, who got six; Devonovitch and Munroe, who took three each; Walker, who got two, and Williams with one.

A score of amateurs lined up for the two events and they put up a fight in the mile handicap. The back markers did not get up front until near the finish, but Phil Wright had enough speed to go around the bunch and fight Brodbeck every inch of the way in the final lap. Mayers got third.

In the five miles scratch, with lap prizes, the same field started. At five laps to go Fred McCarthy, the Canadian, started to pull Hall MacCormick, and for a while the combination looked good for the prize. But Hume and Wright came around in a record sprint, and Wright nipped Hume at the tape. The summaries:

One mile novice—Won by A. Rodberg. Time, 2:11½.

One mile handicap, amateur—Won by Phil Wright (scratch); second, A. Brodbeck (30); third, Ed. Mayers (scratch). Time, 1:58½.

One half mile open, professional—Won by Albert Crebs, Salt Lake City; second,

W. Samuelson, Salt Lake City; third, S. H. Wilcox, Salt Lake City; fourth, W. Palmer, Australia. Time, 1:02¾.

Five miles scratch, amateur—Won by Phil Wright; second, Jack Hume; third, Ed. Mayers; fourth, Lloyd Thomas. Time, 10:27.

Two miles Gardner handicap, professional—Won by J. Gordon Walker, Australia (20); second, W. E. Samuelson, Salt Lake City (45); third, Ernest A. Pye, Australia (scratch); fourth, Steve Senhouse, Australia (75); fifth, W. Palmer, Australia (55). Time, 3:53¾.

Five miles motorcycle match, professional—Won by Fred Whittler; second, T. M. Samuelson. Time, 5:58½.

Four Finishers; Four Prizes.

As an opener for the athletic sports of the day in Wheeling, W. Va., on Monday, 31st ult., a ten miles cycle road race from H. G. Friederich's store, on Market street, to Wheeling Park and return, proved a great hit with the crowd. There were six entrants and four prizes, first award being a \$40 bicycle, while second, third and fourth received, respectively, a pair of baseball shoes, a racing jersey, and a baseball glove. Ed. Becker won, covering the distance in 34 minutes. For a while he was hard pressed by Roy Welshans, who finished 1 minute behind, getting second. The third prize went to F. W. Coulter, who finished in 39 minutes, while Frank Storch, the only other rider to finish, was awarded fourth, although he took 59 minutes. A dog upset Louis Bliezfus shortly after he started, putting him out, while W. Stewart struck a curb and was unable to continue.

New Century Team Wins Relay Race.

Fifty miles at the Stadium in San Francisco, Cal., on the 23ult., proved the New Century Wheelmen to have a faster relay team than the Berkley Wheelmen, the Century's riders winning by two laps. The first relay was the only one of the race which was won by Berkley, although B. Hartwell, the star of the Berkley forces, made a brilliant showing by starting on the fifth relay a lap and a half behind C. Taggart and gaining a full lap back before his five miles were over. The time of the New Century team for the 50 miles was 2 hours, 31 minutes and 50 seconds.

Another Rochester Club Arises.

The Rochester (N. Y.) Motorcycle Club was formed in that city last week with about 30 members and these officers: President, H. J. Levis; vice-president, Harland Higbee; secretary-treasurer, Emil Fournaise. It is the second club of that name to be organized in Rochester; the first one fell apart some three years since.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

CLARKE AGAIN ON AMERICAN TRACK

Both He and Kramer Fare Ill in Sunday
Meet at Newark—Lawrence Persists
in Trouncing the Amateurs.

A. J. "Rocket" Clarke's reappearance on an American track after defeating the fastest riders in Europe, which took place at the Newark (N. J.) Velodrome on Sunday last, 30th ult., was not the auspicious occasion expected by the 6,000 or more spectators who crowded into the grandstand, bleachers and enclosure at that track. A battle royal between Clarke and Kramer was looked for in the ten miles scratch race, but failed to materialize.

Percy Lawrence again demonstrated his superiority over the other amateur riders by winning the two miles handicap and easily defeating Joe Mesigal of Chicago in their match pursuit. Jerome Steinert, of the Roy Wheelmen, showed class when he defeated Jacob Magin, the Turner crack, in the quarter mile open.

The five preliminary heats of the quarter mile amateur open started the ball rolling, and Henry Van den Dries, Ernest Jokus, Walter Raleigh, Jacob Magin and Jerome Steinert qualified. In the final heat Steinert was the first off his mark and led at the bell. Magin challenged on the last turn, but Steinert fought him off and got home first. Walter Raleigh, who won the Irvington-Millburn race three years ago finished a close third.

The two miles amateur handicap was a hard race from start to finish. Edward Bailey, a colored rider, with a handicap of 240 yards, led for three laps, but relinquished the lead to Frank Blatz, who remained in front until two laps from the finish. There was a lot of handicap for Lawrence and Jokus to make up, Magin having been put out of the final by a fall in his trial, but these two riders changed pace consistently and closed the gap just before the bell. At one lap to go Steinert jumped and looked good for another prize. Lawrence, however, worked like a flying machine on the last turn and he went around Steinert as though the latter were anchored. Edward Siefert had a good position and rode in for second place with Steinert a close third.

Although it appeared like a hardfought contest the match pursuit race between Lawrence and Mesigal was absurdly easy for the San Franciscan. The latter simply toyed with Mesigal and prolonged the race to three miles.

The real excitement began in the one mile repechage professional handicap, in which the men upon the various marks rode scratch heats to qualify for the final. Ben Hill won the heat for 160 yards men and Jimmy Hunter qualified from 145 yards. The third heat for 130 yards men, —Billington, Schlee and Mitten—was very

close, Billington getting the decision. Root easily defeated Halstead and Drobach from 100 yards, and Fenn defeated Rupperecht and John Bedell after a great ride in the heat for 70 yards markers. The 40 yards bunch was composed of Fred Hill, Anderson, Krebs and Macfarland. A pretty race was spoiled when all but Krebs fell on the backstretch. Macfarland's bicycle was damaged so badly that he was kept out of the ten miles scratch race. Clarke qualified from scratch without riding and Kramer was placed 10 yards back of the honor mark. Halstead, Fred Hill and Bleecker qualified in the repechage heat.

When the gun popped for the start of the final heat Clarke and Kramer went out fast and soon overhauled Krebs and Fenn, who immediately sat up. This momentary slowing lost them the race, for when they did begin to exchange pace the long-markers were so far in front that the task was useless. Hunter led at the bell with Billington on his wheel and Root trailing. In the back stretch Root unlimbered his legs and went around Hunter and Billington easily. He won by four open lengths, while Halstead beat Billington by a half length for second. Bleecker got fourth. The race was very unsatisfactory and the crowd booed so long and so loudly that Announcer Bedford could not make himself heard above the din.

The match race between Charles Stein of Brooklyn, and Fred West of San Francisco, was the most interesting event of the afternoon's program. The first heat started so slowly that West fell from his bicycle and Guery, the pacemaker, did not get going until Manager Chapman asked him what he was being paid for. Then the pace began to quicken and Guery dropped out at the bell, leaving West and Stein to fight it out. The San Franciscan led into the home stretch and appeared to have the heat cinched, when Stein unwound an amazing sprint that carried him over the tape a few inches in the lead.

West looked very neat when he took the pole in the second heat, clad in a green and white band jersey. Ben Hill was on as pacemaker and Hill certainly earned his money. West led at the bell and Stein tried to jump at the first turn but was held off. The former amateur champion did not seem to have a chance at the last turn, but he is beginning to ride well now, and is developing an Iver Lawson finish. West led by a length as the last stretch was entered and the judges were almost ready to mark the heat for him when Stein jumped. He advanced fast and the two cracks crossed the tape simultaneously. The judges deserve medals for their decision of a dead heat, as it was the closest tie finish that has taken place at the velodrome this season.

Both Hill and Guery were employed to pace in the final heat, Guery taking the first 2½ laps and Hill the next 2½ laps, letting West and Stein go the last lap alone. The human pace idea is a good one

and Manager Chapman is to be congratulated for bringing it into vogue again. Stein managed to catch the pace and led at the bell. West made a herculean effort to pass during the last lap, but he did not have the strength and Stein won by three-quarters of a length.

A big field of professionals started in the ten miles scratch, but John Bedell, who probably would have been a prominent contender at the finish, unfortunately was eliminated by a burst tire just before the field got the starting gun. In the eighth lap Hill and Smith tried to steal away from the field, but were pulled down by Root. There was a dollar per lap for the winners with an extra \$5 at four and seven miles, and this kept the field in motion. At the bell lap for the fourth mile Fenn went out and annexed the change although Halstead tried hard to bring it to his camp. Fenn then dropped back and rested until the seventh mile when he added another \$5 to his bank roll. One rider after another stole away and the remainder, with the exception of Clarke and Kramer, refused to go after them. Kramer and Clarke did more than their share of the "donkey work." Clarke fell in the eighth mile and that left Kramer to do all the overhauling by himself. When the bunch let Fred Hill and Schlee steal away near the finish, Kramer set the pace for a while, but when he realized that the others would not help he eased up. The finish of the race therefore was a farce, as Hill easily defeated Schlee. Kramer beat the field for third money, while Krebs got fourth. The "Flying Dutchman," who refused to set any pace, was disqualified and fourth money fell to Halstead, who finished fifth. The summaries:

One-quarter mile scratch, amateur—Won by Jerome Steinert, Roy W.; second, Jacob Magin, N. T. V. W.; third, Walter Raleigh, Acorn A. A. Time, 0:30¼.

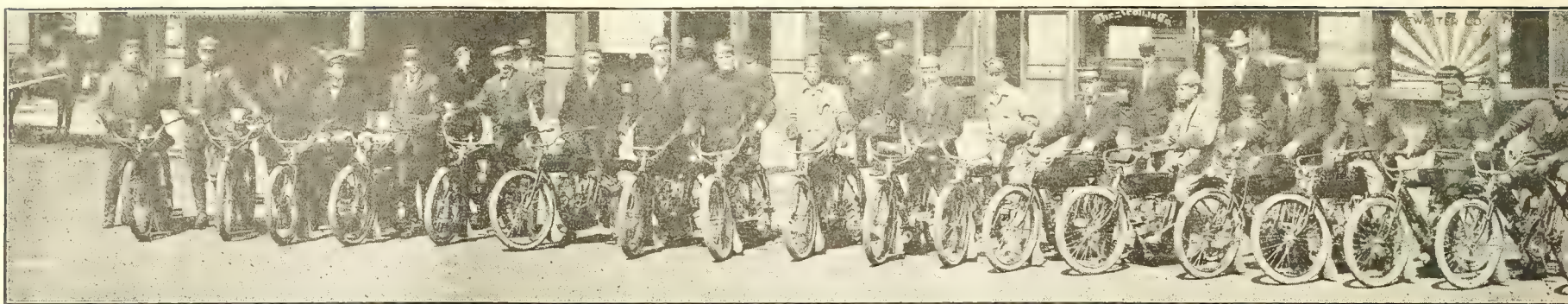
One mile repechage handicap, professional—Won by E. F. Root, Melrose, Mass. (100); second, Alfred Halstead, Sacramento, Cal. (100); third, Teddy Billington, Vailsburg (130); fourth, H. E. Bleecker, New York (145). Time, 1:54¼.

Unlimited match pursuit, amateur, between Percy O. Lawrence, San Francisco, and Joseph Mesigal, Chicago—Won by Lawrence. Distance, 3 miles. Time, 7:07.

One mile match, professional, between Charles Stein, Brooklyn, and Fred West, San Francisco—First heat won by Stein. Time, 3:39½. Second heat, tie. Time, 2:11. Third heat and match won by Stein. Time, 2:06.

Two miles handicap, amateur—Won by Percy O. Lawrence, San Francisco (scratch); second, Edward Siefert, Vailsburg (160); third, Jerome Steinert, Roy W. (75). Time, 4:19½.

Ten miles scratch, professional—Won by Fred Hill, Boston; second, Charles Schlee, Newark; third, Frank L. Kramer, East Orange; fourth, Alfred Halstead, Sacramento. Time, 22:28¼.



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219-221 Massachusetts Avenue
116 East Ohio Street

Indianapolis, Ind. May 26th 1909

G & J Tire Company,

Indianapolis, Ind.

Gentlemen:

We are sending you under separate cover a photograph of our motorcycle riders who went on the Indian run on May 16th. One of the most pleasant features of the run was the entire absence of tire trouble, and it might interest you to know that every one of the forty-one machines were equipped with Indianapolis G & J Tires. Considering that the length of this run was seventy-two miles, we think your tires made an excellent showing.

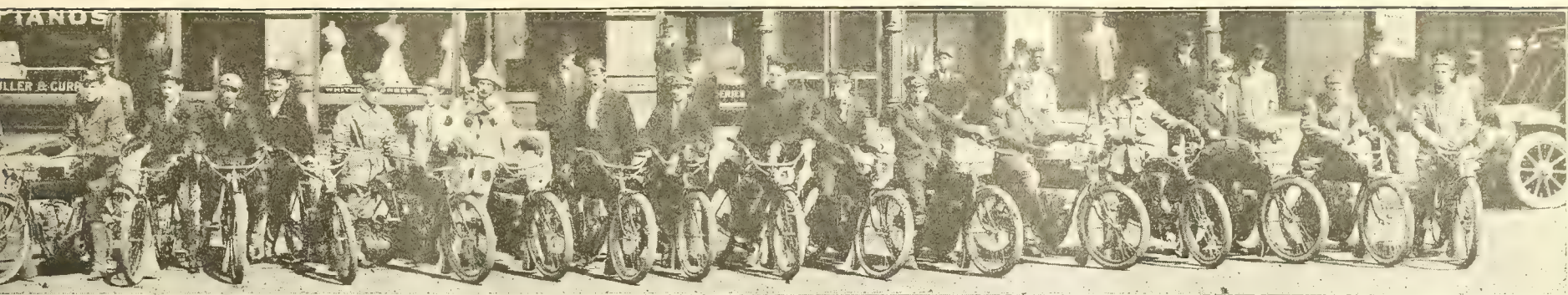
We are specifying Indianapolis on all of our Indian Motorcycles and are pleased to advise you that we do not know what it is to have complaints on tires.

Wishing you continued success, we remain

Yours very truly,

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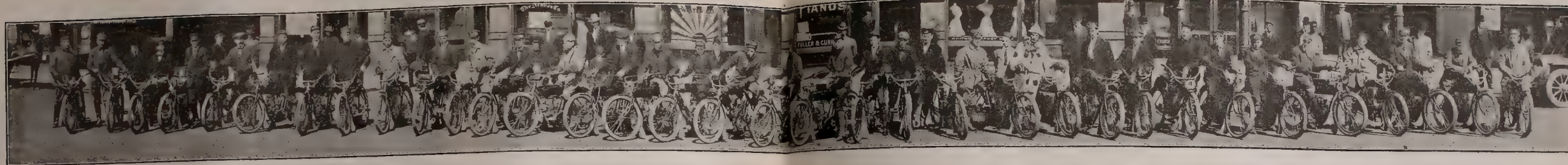
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FRED HILL DISPLAYS HIS GRIT

Rides Seventeen Miles with Broken Collar Bone at Clifton—Cadwell Reappears and Wins a Race.

Fred Hill, the young Bostonian, whose gameness first was brought to public notice in the last six days grind, exhibited some more of his inherited Hibernian pluck at the Clifton (N. J.) Stadium on Monday last, 31st ult., when he rode 17 miles with a broken collarbone, in his motorpaced match race against Frank J. Cadwell, Peter Drobach and W. L. Mitten. He was accorded more applause than the winner.

The card was a very poor one for a Decoration Day meet and was responsible for the resurrection of Frank J. Cadwell, who has not been racing for a matter of four years. Everyone imagined Cadwell long since had been relegated into the discard corral, but he sprang a genuine surprise when he won the race from Drobach.

The one-sixth mile dash for amateurs was pretty much of a joke. There were three riders in the first heat, Carman winning. The next heat had two starters, Mishka winning. The third heat had two riders, Journay easily defeating Penn. The next two heats were walkovers for Ferrari and Rein, Brandes defeating Lamphear in the sixth heat. Berlenbach won the seventh heat from two other riders, while the eighth heat had six riders, Eubank winning. If in the future the Clifton management will distribute the riders equally in the heats the racing might be better. Carman and Journay won the first semi-final heat, and Brandes and Eubank qualified in the second. In the final heat Carman had the pole and therefore had an easy time winning. Journay was second, Eubank third and Brandes fourth.

With several scratches in the first heat of the three miles amateur handicap, Adam Beyerman had all he could do to overhaul the long markers. The New Yorker rode well and managed to get in. Carman, the other scratch man, did not qualify in the second heat. Beyerman won the final heat after a two laps pull by Becht. Referee Valentine was "on the job," however, and Beyerman was disqualified; Beck did not finish. Beyerman made a grandstand play by wanting to protest, but when it came time to produce \$2 in order to file a formal protest, he thought better of it. Journay, who finished second, received first "money," Bogle was second, Rein third and Capello fourth.

The unlimited pursuit race in which Beck, Beyerman, Carman, Mishka, Journay and Ferrari started did not last very long. Ferrari and Mishka were soon tagged out and Beck was next. Beyerman eliminated Journay and Carman apparently let Beyerman overhaul him at 2 miles 3 laps.

Hill's plucky ride in the 20 miles motor

paced race was all that saved the meet from failure. In the third mile Hill slipped on the steep banking and fell heavily. He groaned for a few minutes, but then announced his determination to finish the race. He was lifted on his bicycle and although the other riders had gained some distance, Hill and his pacemaker, Ruden, set such a hard pace that he picked up four of the laps he had lost. Toward the end, however, Hill became weak from loss of blood and his shoulder hurt him so badly that he slowed. After the race it was discovered that he had ridden 17 miles with a broken collarbone; at least that was the announcement given to the spectators. Cadwell defeated Drobach by one lap, while Mitten was last, many laps behind. Turville paced Cadwell, Schultz had Drobach in tow and Hunter was up for Mitten. The summaries:

One sixth mile scratch, amateur—Won by Clarence Carman, National A. C.; second, Michael Journay, Nutley; third, John Eubank, Empire City W.; fourth, Otto Brandes, Columbia W. Time, 0:22½.

Three miles handicap, amateur—Won by Michael Journay, Nutley (25); second, John Bogle, Rutherford (160); third, Samuel Rein, Roy W. (40); fourth, Charles Capello, Akron W. (210). Time, 7:09. Adam Beyerman finished first, but was disqualified for accepting pace.

Five miles motorcycle, professional—Won by Bob Schultz; second, Charles Turville; third, Carl Ruden; fourth, James Hunter. Time, 5:31½.

Unlimited pursuit, amateur—Won by Adam Beyerman, Mohawk A. C.; second, Clarence Carman, National A. C.; third, Michael Journay, Nutley; fourth, Warner Beck, Bay View W. Distance, 2½ miles. Time, 5:55½.

Twenty miles motorpaced, professional—Won by Frank Cadwell, Newark; second, Peter Drobach, Boston; third, Fred Hill, Boston; fourth, W. L. Mitten, Davenport, Iowa. Time, 32:37½.

San Francisco Club Joins F. A. M.

At its last meeting, the San Francisco Motorcycle Club voted to affiliate with the F. A. M. At the same meeting the club discussed the conditions that have caused all of the F. A. M. officials on the Pacific coast to be congregated in Los Angeles and vicinity in the southern part of the state, and it was decided that the national officials be communicated with with a view of obtaining for northern California that representation which the San Franciscans believe it is entitled.

Coroner's Jury Recommends Tag Law.

As the result of an accident in Chicago on Monday night in which Harry Politsch was run into and killed by a motorcycle ridden by Harry Long, the coroner's jury, which sat on the case, recommended the enactment of an ordinance requiring that all motorcycles be registered and tagged; the jury also severely censured Long.

SINK RIDES REMARKABLE RACE

Wins First Motorcycle Road Contest Held in Indianapolis—His Time for 81 Miles is 1:30:20.

John Sink, riding a 6 horsepower Thor twin from scratch, won the first motorcycle road race run in Indianapolis, Ind., on Decoration Day, 31st ult. The distance was 81 miles, and Sink finished the distance in the remarkable time of 1 hour 39 minutes 30 seconds. John McCarver, on a 3½ horsepower Excelsior, with 18 minutes handicap, was second, and Paul Kottowski, 6 horsepower Thor, was third.

The race was promoted by the Indiana Motorcycle Club and 13 riders started from the Thirty-eighth street entrance of the fair grounds, six of them finishing at Thirty-eighth street and Northwestern avenue. The course lay north through Noblesville, Westfield and Lebanon; then south and east through Whitestown to the Michigan road to the finish. The handicaps were arranged according to horsepower, 5 and 6 horsepower machines starting from scratch, 18 minutes being allotted to 3½ horsepower machines and 25 minutes to those of lesser power.

Luck was a great factor in the race and it was with the winner, as Sink covered the entire distance without a puncture. Baker, one of the scratch men, covered the distance to Noblesville, 20 miles, in 23 minutes, but in going through Westfield four punctures put him out of the running.

Sink rode a consistent race throughout as did McCarver, who finished second. Kottowski, one of the scratch men, had a bit of hard luck but managed to finish third.

The race was not without the usual squabbles. Walter Berner was ruled out because his engine had auxiliary ports, while Bretney was disqualified for changing machines. The summary:

	Handicap.	Min.	Time.
1 John Sink, Thor	scratch	1:39:30
2 J. McCarver, Excelsior	...	18	1:54:30
3 Paul Kottowski, Thor	scratch	2:11:00
4 C. E. Bare, Harley-Dav	...	18	2:24:30
5 Tony Melch, R-S	—	2:36:00
6 G. C. Hert, Harley-Dav	...	18	2:37:00

Derkum Shines at a Mixed Meet.

Paul J. C. Derkum occupied the center of the stage at a mixed meet held at Claremont, Cal., near Los Angeles, on the 29th ult. In a time trial Derkum reeled off 5 miles in 4:40, by far the fastest time of the day. The best time for the distance by an automobile was 5:49½. M. J. Graves, on an Indian, captured the 5 miles amateur event, covering the distance in 5:13½. S. Fuqua (R-S), was second. The 2 miles free-for-all went to Raymond Seymour (R-S) in 2:10, with Graves (Indian) the runner-up. Malcolm Woolridge won the only bicycle event decided—a quarter mile dash—in 0:39½.

FIVE FINISH WITH CLEAN SCORES

New Jersey Endurance Contest Proves a Trying Event—Many Riders Fail and Nine are Disqualified.

The New Jersey Motorcycle Club, of Newark, conducted a genuine endurance contest on Sunday and Monday last, May 30th and 31st. A year ago the club held a double century run which was styled "endurance run," but it was not the real thing, as some of the double centurions who competed in

J. F. McLaughlin, New York 6 N.S.U.	925
F. Seery, New York, 4 N. S. U.....	921
G. E. Post, Newark, 5 Indian.....	900
A. W. Schneider, W. Orange, 4 Marsh-Metz	891
J. P. Thornley, New York, 5 Indian..	861
P. Guthrie, Newark, 3½ Marsh-Metz	honorable mention

The silver cup offered for the best performance in the single-cylinder class was won by K. F. Moore (Excelsior), and the cup for the twins was awarded to Ray B. Whitehead (Indian). The "honorable mention" made of Peter Guthrie was due to his performance in completing the run after his

Princeton, 6 Puch; George P. Frost, Newark, 5 Indian; Holmes Wright, Newark, 5 Indian; A. L. Demarest, Elizabeth, 5 Indian; A. Fulmer, Plainfield, 5 Simplex; X. Echlel, Washington, 5 Indian.

The course of the contest embraced a circuit of some of the finest roads and most picturesque country in the State of New Jersey. The total distance was 349 miles—201 miles on the first day, when the going was generally level, and 148 miles on the second day, when the roads were tilted upward and when the Schooley Mountain was crossed. The road up the mountain was



THE START OF THE NEW JERSEY MOTORCYCLE CLUB'S ENDURANCE CONTEST

this year's event discovered, some of them to their sorrow. Real "endurancing" was new to all save four or five of the 50 starters, and as a result the "mortality" was heavy, no less than 27 of them falling by the wayside. Of the 27, nine were bowled out by disqualification, most of them for cutting the course.

But five of the contenders obtained perfect scores of 1,000 points, the standing of the survivors being as follows:

	Points.
Percy Drummond, Newark, 5 Indian.	1,000
G. P. Fawcett, E. Orange, 5 Vindec..	1,000
K. F. Moore, Bloomfield, 4 Excelsior.	1,000
C. M. Bush, Caldwell, 3½ Yale.....	1,000
R. B. Whitehead, Newark, 5 Indian..	1,000
G. A. Ashley, New York, 6 N. S. U...	987
K. D. Owen, Montclair, 3½ Indian....	975
Fred Voelker, New York, 4 N. S. U...	975
S. T. Kellogg, New York, 4 Excelsior	975
C. P. Rodgers, Yonkers, 4 Excelsior..	975
P. W. Stephens, E. Orange, 7 Stevens.	950
H. C. Page, Newark, 5 Indian.....	950
W. Kluczek, W. Orange, 5 Har-Dav..	950

machine had been wrecked and had been wired together again.

The riders who were disqualified were: George Reichy, Newark, 3½ Yale; A. C. Mount, Elizabeth, 3¼ Thor; Carl Seiglebach, Newark, 5 Indian; J. M. Constant, Brooklyn, 3 Curtiss; H. B. Lyon, New York, 6 N. S. U.; A. L. Hilaman, Moorestown, 7 Hilaman; G. C. Davis, Brooklyn, 7 Curtiss; B. F. Howard, Verona, 6 M-M; George C. Smith, Newark, 3 R-S; Jack Rice, Indianapolis, 6 R-S; A. E. Griffith, Jersey City, 3 R-S.

Those who failed to finish were as follows: R. F. Anthony, Newark, 3½ Indian; R. F. McLaren, Newark, 3½ Yale; X. James, Newark, 3½ Indian; H. E. Hill, Newark, 5 Indian; H. C. Mapp, New York, 5 Indian; A. H. Bartsch, New York, 6 N. S. U.; W. H. Anthony, Plainfield, 5 Indian; P. Van Horn, Elizabeth, 6 M-M; H. E. Coryell, East Orange, 5 Indian; H. J. Wehman, Brooklyn, 3½ Curtiss; H. C. Warner,

not only steep, but stony, and was responsible for a number of spills and damaged machines and spoiled scores.

The start was made from Newark at 6 o'clock Monday morning, when the 50 riders were despatched in a bunch. The first day's destination was Camden, the controls en route being located at Red Bank and Absecon, the route leading through New Brunswick, Long Branch, Asbury Park, Lakewood, Barnegat and Hammon-ton. The second day's travel was from Camden to Newark, via Burlington, Bordentown, Trenton, Princeton, Bernardville, German Valley, Hackettstown, Dover, Singac and Montclair. German Valley, at the foot of Schoonley Mountain, and Singac, where the short, steep Cushmall hill is located, constituted the controls. It was on these two grades that the hill-climbing tests incidental to the contest were held. Failure to ascend each hill meant a loss of 50 points for twins and 25 for singles; for

pedaling the debits were 25 and 10 points, respectively. The scheduled pace slightly exceeded 15 miles per hour. Tardiness at controls entailed a penalty of 1 point per minute, while for "too previous" arrivals the charge was 2 points per minute.

It was the club's most ambitious undertaking, and naturally not all of the arrangements were letter-perfect, but generally speaking the affair developed little friction. Several contestants whose scores were marred allege that the road directions were vague and insufficient and caused delay, and further claim that there were no official checkers on Cushmall Hill when they arrived and that they lost time hunting for them, while others went up the hill without being checked, and still others took several trials.

Great Sport for the Great Neckers.

Under ideal weather conditions and in the presence of the largest crowd of spectators ever assembled at that place, the annual Decoration Day athletic meet at Great Neck, Long Island, proved a decided success. Although it was a mixed meet, the motorcycle and bicycle races contributed largely to the successful occasion. The events were restricted to residents of Great Neck.

The 25 miles motorcycle race easily was the feature of the afternoon and was brim-full of excitement. Twelve riders started, and in the first lap Archie Baxter and John J. Matthews collided, but without serious result. John Carroll posed out a good lead and looked a winner when his chain snapped. In less than two minutes he again was in the running when another mishap ruined his chances. The pedal of William Niemeyer's machine broke, but he remained in the race and finished third. William Riley was leading by several laps when his tire encountered a safety pin, and then it was all off with Riley. Meanwhile Matthews and Percy Brown kept plugging away and a great battle between them was witnessed. First one would lead and then the other, Matthews finally winning out in 50 minutes 1 second.

Harry Allen proved the king-pin bicycle rider by winning both the one-half and the mile events. William H. Ninesling, who finished second in one event and third in the other, proved an all around athlete, figuring prominently in all the events. Summaries:

Twenty-five miles motorcycle—Won by John J. Matthews; second, Percy Brown; third, William Niemeyer. Time, 50:01.

One-half mile bicycle—Won by Harry Allen; second, Harvey L'Hommedieu; third, William H. Ninesling. Time, 1:50.

One mile bicycle—Won by Harry Allen; second, William H. Ninesling; third, Harvey L'Hommedieu. Time, 3:15.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

WESSMAN WINS SALT LAKE CLASSIC

Seventy Riders in the Fourteenth Annual 16 Miles Lagoon Race—Canadian Captures the Time Prize.

Joseph Wessman, riding from the 5:30 handicap mark, won the fourteenth annual 16 miles handicap Lagoon road race at Salt Lake City, on Monday, 31st ult. Wessman overhauled 25 riders in front of him and finished strong with about a quarter mile of daylight separating him from Gilbert Wilcox, who started from the 5 minutes mark. Fred R. McCarthy, the Canadian crack, who is in Salt Lake City to ride (as an amateur!) at the Salt Palace saucer track, won first time prize, covering the distance in 47 minutes 11 seconds, one second ahead of Charles Archbold, the Provo crack, who had won the honor for three successive years.

The race was the most successful ever held over the Lagoon course, 70 riders facing Starter William P. Fowler. Holton Page, Linwood McDonald and Elmer J. Archibold were the first to get away, having the limit of 8 minutes 30 seconds. The others followed in bunches with 30 seconds interval until the one minute markers departed; this was the closest group to the scratch men—Griguhn, McCarthy and Archbold.

It was exactly 11:49 a. m. when the limit men left the starting place at Third West and Fifth North streets, and an immense crowd witnessed the leavetaking. As soon as the scratch men departed the crowd made a rush for the special observation train that had been provided. It was one of the longest trains ever run over the road, fully 3,000 persons being carried.

Wessman must have ridden like a demon from the start as he was never seen by the watchers from the observation train until the head of the race was reached beyond Bountiful. There a lone rider could be seen plugging along industriously, and it later developed that this was Wessman, who crossed the tape riding easily, a quarter of a mile in front of the second man, Gilbert Wilcox, who started 30 seconds behind him. Five of the long-markers had crossed the tape when the crowd at Farmington, the finish, saw three riders coming down the stretch like the wind. They were McCarthy, Griguhn and Archbold. As they neared the tape McCarthy who, by the way, set practically all the pace, jumped and in a strong finish beat Archbold, with Griguhn hanging on for third. McCarthy made a remarkable ride and doubtless would have broken the record of 46 minutes had not the wind been against him.

The race was remarkably free from mishaps. No complaints were heard from the riders or officials after the finish and the spectators had a good view of the race from the train. A number of motorcycles cov-

ered the course, but no complaints of pacing developed. Thirty-six prizes were collected by Promoter Hugh Ripetto, the leading ones being Columbia, Pierce, Monarch and two Hudson bicycles.

The order of finish of the first 40 riders follows:

	Handicap.	Time.
1 Jos. Wessman	5:30	48:13
2 G. Wilcox	5:00	48:12
3 E. M. Colvin	5:00	51:36
4 N. Young	6:30	52:07
5 Elmer Reed	5:30	52:24
6 F. R. McCarthy	scr.	47:11
7 C. A. Archbold	scr.	47:12
8 F. Griguhn	scr.	47:14
9 D. Armstrong	5:30	52:49
10 G. Anderson	6:00	53:21
11 C. Patterson	7:00	54:22
12 F. E. Walker	4:30	52:19
13 Almie Jensen	6:00	54:12
14 E. Williams	4:00	53:13
15 C. R. Stark	5:00	52:46
16 G. W. Cox	scr.	48:57
17 R. A. Austin	3:00	52:09
18 W. Brimley	6:30	55:56
19 N. Lamph	5:30	52:02
20 C. J. Ridd	4:30	54:07
21 C. B. Price	5:00	54:40
22 H. Wessman	1:00	50:41
23 Charles Houser	2:00	51:42
24 Jack Winward	1:00	50:43
25 J. C. Halley	5:30	56:15
26 A. Buckingham	2:30	53:16
27 H. D. Kramer	4:30	54:32
28 A. J. Falkerson	2:00	52:02
29 R. A. Shea	5:00	52:37
30 E. Brodbeck	1:00	51:20
31 Lee Cameron	2:00	52:31
32 E. J. Archbold	8:30	59:03
33 W. Livesey	3:00	53:43
34 J. Manderson	4:30	55:36
35 J. C. Holley	5:30	57:20
36 R. Johnson	7:00	59:05
37 G. Monson	4:30	57:11
38 R. B. Wilcox	2:00	54:43
39 L. Olerenshaw	4:00	55:14
40 J. T. Bowman	4:30	57:34

Van Sickle First in Chicago Road Race.

Charles Van Sickle, starting from scratch, won the 25 miles road race for members of the Indian Motorcycle Club of Chicago on May 31st. The course was from Melrose Park to Geneva, Ill. Van Sickle's time was 51 minutes. While he easily disposed of the scratch bunch, the battle for second place resulted in a tie. E. W. Matthews (scratch), and Charles Jenkins (60 seconds) both covered the course in 53 minutes. Of 23 starters, all of whom rode Indians, of course, 17 finished in the following order: Charles Van Sickle, scratch, 0:51; Charles Jenkins, 1 minute, 0:53; E. W. Mathews, scratch, 0:53; C. McVicker, scratch, 0:53½; R. Russ, 3 minutes, 0:57½; W. Morden, 3 minutes, 1:08½; W. Cook, 5 minutes, 1:11; A. Kragoegil, scratch, 1:19½; H. Ortmeyer, scratch, 1:19¾; H. Groomis, scratch, 1:20; C. Cook, 5 minutes, 1:20½; H. W. Nelson, 5 minutes, 1:25; J. W. Selcheek, scratch, 1:31½; J. Rosenbaum, 5 minutes, 1:33; J. Dolegal, scratch, 1:36; Frank Dolegal, scratch, 1:37.

Dates for the Paris Grand Prix.

The annual Grand Prix of Paris will take place as usual this year on the municipal track at Vincennes. July, 4th, 8th and 11th are the dates.

KRAMER BREAKS WORLD'S RECORD

**Decoration Day Meet at Newark a Series
of Exciting Contests—Krebs Defeats
Clarke in Match Race.**

In the opening event Kramer broke a world's record at the Newark Velodrome on Decoration Day, and the rest of the program resulted in features which either set the fans by the ears or put them on their toes. A match race between Clarke and Krebs developed a surprise for the greater portion of the spectators, because Krebs both outrode and outgeneraled the little Australian, although admirers of the latter point out that having just returned from Europe, he is not as yet in his best form. The biggest tumult of the afternoon took place when the referee disqualified Root, the winner in the five miles "pro" handicap, after he and Tommy Smith had lapped Kramer and the others of the main bunch. So great was the popular disapproval that the near-riot was quelled only after Manager Chapman caused it to be announced that despite his disqualification Root would receive an amount equal to first money.

Instead of beginning with an amateur event, as is the usual custom, the card started with a series of one-sixth mile record trials by the "pros," 16 riders taking a try at Father Time in one circling of the board track. The slower men were given the opening chance, the first five making the distance in between 17 and 18 seconds. Charles Stein was the first to do the trick under 17 seconds, his time being 16 $\frac{1}{4}$, and shortly after, the fast men, including Anderson, Rupprecht, Root and Krebs, respectively, took a whirl, all under 17 seconds. When Fenn went around, he tied Kramer's world's record of 16 $\frac{1}{5}$, and was accorded a big hand. Clarke came next and rode an erratic course, going unnecessarily high on the bank and then dropping sharply. The announcement that he, too, had made the distance in 16 $\frac{1}{5}$ came as a pleasant surprise, adding zest to the situation by being the second to tie the record.

With two men having equalled his record, Kramer, who was last on the list, was spurred to extend himself. He took an easy start over the tape and began to unwind at the first turn, keeping true to the black line in perfect form. He accelerated in the back stretch and snapped around the last turn into the flat toward home at a marvelous rate. It was in the home stretch that he was flying the fastest, reaching his maximum some yards before arriving at the tape, as he visibly slackened just previous to crossing the line. When it was announced that he had broken the old record and established a new one by making the trip in 16 seconds flat, there was a great outburst of enthusiasm from the stands.

Hardly had Percy Lawrence been pushed off from scratch in the final heat of the one

mile repechage handicap for amateurs, when he punctured and was out of it. In the qualifying trial heats the winners had been B. J. Vincent (160 yards), B. Pendleton (145 yards), Harry Simpson (130 yards), Hardy Jackson (115 yards), Frank Blatz (100 yards), Henry Van den Dries (85 yards), Maurice Van den Dries (70 yards), and Earnest Jokus (25 yards), the repechage heat letting in Edward Seufert (115 yards), Leslie Morgan (100 yards) and Charles Seibert (130 yards), while Magin was alone on 15 yards and Lawrence on scratch. With Lawrence out so soon, the race was simplified for the others and there was a grand scramble for first. The leaders were caught at the end of the fourth lap, the fifth was a crowding for position, and the last a massed rush for home, in which Jokus, Jackson, Magin and Maurice Van den Dries touched the line in order.

With only one-fifth of a second between Krebs and Clarke in the record trials, there were those who predicted a victory for Krebs in the match race between the two, although the crowd could see nothing but Clarke. The heats were one mile. In the first Clarke was shoved out in front, and despite stops and much balancing work, he could not get Krebs in front of him. He started to move fast at the beginning of the last lap, but when the first turn had been rounded, Krebs jumped and came alongside, from which point they were elbow to elbow along the back stretch, around the last turn and in the straight, where Krebs beat him to the tape by about 4 inches.

In the second heat Clarke again was forced to take the lead, after both men had stood still on their machines for some time. Krebs followed with a wide gap between, so that Clarke's sudden stops did not catch him napping. Finally accepting the inevitable, Clarke set out a fair pace and opened the throttle over a lap from home. He kept opening it more and more, with Krebs glued on until the home stretch, where the latter swung out to make his bid. Clarke bent his head and rode blindly, running an oblique course which would have forced Krebs into the grandstand if he had tried to pass. Krebs sat up and raised his hand in protest, and although many of the spectators thought Krebs should have been awarded the heat, the referee ordered it reridden.

When they came together again, Clarke outjockeyed Krebs and stayed behind. There was much trick riding and balancing for four laps. In the fifth Krebs began to ride smoothly, and was hitting a good clip at the start of the sixth, where Clarke was ready to jump. At the turn Krebs kept him back by a series of wild switches, which continued all the way around to the end of the final turn, and when the dash for the finish commenced, Krebs was too far in the lead to be overhauled, winning by almost a length and cinching the match.

Stein won the half mile invitation "pro" race, with West, Menus Bedell, Billington and Smith following. It was a case of "go"

from the gun. Lawrence had better luck in the 10 miles open for amateurs than in the handicap, and although 11 of the 19 starters dropped out through punctures, chain breaks or weariness, he was there at the finish. Things opened nicely for him in the stretch and he outsprinted the bunch easily. Magin got second, Maurice Van den Dries third, Jokus fourth and the "stick of licorice," Hardy Jackson, fifth.

Kramer and Clarke were on scratch in the five miles "pro" handicap, but when they had traded pace in clever fashion until they were up with the big group ahead, Clarke dropped out, as at that time the final heat of his match with Krebs had not been ridden, and he was saving for it. At two miles the long markers were in one group and the backmarkers, including Kramer, in another which was half a lap behind. The back bunch had no one willing to set pace, and slowed so much that Root, Smith and West lit out from the leading crowd and lapped it. West could not hang on, however, and dropped back, but Root and Smith snuggled into the middle and stayed, being a lap to the good when the leaders were overhauled. At the bell for these two, Fenn, with Root on, rode like mad, Root finishing far ahead of Smith, and Fenn sat up, although he still had a lap to go. Kramer came first from the main bunch, thus winning third. When Referee Kelsey disqualified Root for teaming with Fenn, a great howl went up. The disqualification gave Smith the race, Kramer second, Rupprecht third, Halstead fourth, and John Bedell fifth. Fenn claimed he thought the bell was for him, and Manager Chapman, as stated, appeased the crowd's protest at the decision by giving Root the \$50 he would have received had he not been disqualified.

The summary:

One-sixth mile, professional (against time)—Won by Frank L. Kramer, East Orange; time, 16 seconds. Tied for second, William Fenn and Jackie Clarke; time, 16 $\frac{1}{5}$ seconds. Tied for fourth, Floyd Krebs and Norman Anderson; time, 16 $\frac{3}{5}$ seconds; Eddie Root, 16 $\frac{3}{5}$; Edward Rupprecht, 16 $\frac{4}{5}$; Charles Stein, 16 $\frac{4}{5}$; Teddy Billington, 17; John Bedell, 17 $\frac{1}{5}$; Charles Schlee, 17 $\frac{3}{5}$; H. E. Bleeker, 17 $\frac{3}{5}$; A. Triebel, 17 $\frac{4}{5}$; A. Halstead, 17 $\frac{4}{5}$; Tommy Smith, 18 $\frac{1}{5}$; Ben Hill, 18 $\frac{3}{5}$. Kramer's time a world's record.

One mile repechage, handicap, amateur—Won by Ernest Jokus, National Turners (25 yards); second, Hardy A. Jackson, I. C. A. (115 yards); third, Jacob Magin, National Turners (15 yards); fourth, Maurice Van den Dries, New York (70 yards). Time, 2:04 $\frac{1}{2}$.

Half mile invitation, professional—Won by Charles Stein, New York; second, Fred West, San Francisco; third, Menus Bedell, Newark; fourth, Teddy Billington, Vailsburg; fifth, Tommy Smith, Newark. Time, 1:00.

Professional match, between A. J. Clarke, of Australia, and Floyd Krebs, Newark; one mile heats—First heat won by Krebs; time, 4:45 $\frac{1}{5}$. Second heat won by Clarke.

Referee ordered heat to be reridden. Third heat won by Krebs. Time, 4:34 $\frac{3}{5}$.

Ten miles open amateur—Won by Percy O. Lawrence, San Francisco; second, Jacob Magin, National Turners; third, William Van den Dries, New York; fourth Ernest Jokus, National Turners; fifth, Hardy A. Jackson, New York. Time, 23:34 $\frac{3}{5}$.

Five miles handicap, professional—Won by Tommy Smith, Newark (200 yards); second, Frank L. Kramer, East Orange (scratch); third, Edward Rupprecht, Newark (100 yards); fourth, Al Halstead, Sacramento (120 yards); fifth, John Bedell, Newark (80 yards). Time, 11:16 $\frac{4}{5}$.

Nine Win Medals in Harlem Club Run.

The Harlem Motorcycle Club's spring run from New York to Atlantic City, May 29-31, attracted 24 participants. Although denominated "spring run," it was scored on an endurance contest basis, silver medals being offered for all who scored 850 points or better. But the days' runs and the location and regulation of controls and other things placed it outside of the endurance realm. On the first afternoon but 30 odd miles were covered, and on the others something more than 100 miles. It developed into a sort of go-as-you-please affair, which might have proved a most enjoyable tour but for the necessity of keeping tabs on such of the schedule as was adhered to. Nine riders were declared to have reached Atlantic City in season to entitle them to the silver medals, viz: William Coursen, L. H. Guterman, B. Roscoe, B. Miles, who rode Indians, and S. Salomy, Jac Gold, J. J. Rogers, and J. Hieronymous, on N. S. U.'s, and J. Regan (R-S) and S. Neustadt (Griffon). Six others finished the journey.

Heath Captures an Exciting Race.

Edward Heath, who prefers to be styled "Daredevil" Heath, won an exciting 5-mile race at the Riverside Rink 8-lap track, Chicago, on May 30, in 9:18, which is good going on a flat surface. Four riders faced the starter, but early in the fray Court Brandt hit the floor. At the end of two miles Heath, who rode an Excelsior, had overhauled the other contestants and continued to gain, finishing two laps ahead of Fortman, on an Indian. Bach (Harley-Davidson) trailed Fortman by half a lap. After his fall Brandt restarted and finished two laps behind Bach when the gun spoke. Heath has been giving exhibition rides in a Milwaukee rink also, and apparently in return for cash, as a local paper states that he forfeits the purses when he fails to break the "records," whatever they may be. He has been trying to induce some of the Milwaukee riders to meet him, but as they value their amateur standing he has been obliged to go it alone.

San Francisco's Run Called Off.

The San Francisco Motorcycle Club's endurance contest, which was fixed for May 30th, did not occur. It was called off owing to other attractions.

WASHINGTON SEES REAL CONTESTS

Mangold Captures Three Firsts at Motorcycle Meet—Goerke Gets Two and Makes Fastest Time of the Day.

That motorcycle racing is exciting sport was attested by the enthusiasm of the 2,000 spectators who journeyed out to the Benning race track near Washington, D. C., on Monday afternoon last, May 31st, to witness the meet promoted by the National Capital Motorcycle Club of that city.

W. Mangold of Washington, Walter Goerke of New York City, and "Chick" Thomas of Baltimore, were the stellar attractions of the occasion. Mangold rode consistently throughout, taking three firsts one second and one third, while Thomas got two seconds and one third. Goerke scored two firsts, a third and a fourth.

The meet was the most successful ever held in Washington. The officials were "on the job" all the time and the different events were run off with dispatch. This was a welcome change over the previous conditions, when long, tiresome waits between events always made the spectators tired.

The 15 miles open race, which had nine starters was easily the best event on the long card, and it was responsible for the only accident of the afternoon. Mangold and Goerke both made poor getaways and the field was several hundred yards in front when they got going. When Goerke finally did get his sprint in working order he made the field look like selling platters and lapped man after man, finally scoring a lap on Mangold, his chief contender for the honors. Thomas was lapped by Goerke in the fourth mile and Mangold had one scored on him in the tenth mile. In the fourth mile Shea, of Philadelphia, on the N. S. U. machine, could not hold his front wheel steady, and after wobbling for some distance he took a cropper on a turn. Shea turned a complete somersault. The officials rushed out, expecting to find the Philadelphian injured, but the fallen man jumped to his feet and got out of the way of the other riders. He only received a slight cut in his forehead. Goerke finally won the event, with Thomas second and Mangold third.

In the five miles handicap Mangold, riding from scratch, carried off the honors. Goerke made several attempts to get past, but Mangold, who is an excellent track rider, managed to hold him off. The five miles open for singles brought out a large field of contestants and Mangold set a hard pace from the start, with Berryman on his heels all the way. Another five miles open created considerable excitement. Mangold had the pole and took advantage of the poor start Goerke received. Knight challenged Mangold for the lead, but was held off, and then Goerke came up and sprinted with Knight. The fight between this pair

was the most interesting feature, mile after mile being reeled off with not a length separating the two contestants. Knight got the final advantage and won the decision for second place.

For real sport the two miles open in which all the big machines entered proved a regular county fair thriller. Goerke got a fine start and had his eye on first prize from the crack of the gun. For the first few miles Goerke reeled off lap after lap under 1:10, and when his speed began to increase the spectators gave him a cheer. Parker had to drop out and Mangold slowed down, but got in the running again. He was no match for Goerke, however, as the New Yorker seemed bent on ploughing up the dusty track at every turn. His great riding was responsible for the fastest time of the meet, the ten miles being covered in 11:56 $\frac{3}{5}$, which is fast, considering the dusty condition of the track. Mangold got second.

The summaries:

Three miles novice—Won by Furr (Excelsior); second, Moxley (Harley-Davidson); third, Barker (Indian); fourth, Farden (Harley-Davidson). Time, 4:49 $\frac{3}{5}$.

Five miles open, for single cylinder machines—Won by W. Mangold (Indian); second, Berryman (Harley-Davidson); third, "Chick" Thomas (Indian); fourth, "Jap" Wells (Royal Pioneer). Time, 7:08 $\frac{4}{5}$.

Fifteen miles, open—Won by Walter Goerke (Indian); second, "Chick" Thomas (Indian); third, W. Mangold (Indian); fourth, Walter Knight (R-S). Time, 18:05.

Five miles handicap—Won by W. Mangold (Indian), scratch; second, "Jap" Wells (Royal Pioneer), 1:00; third, Walter Knight (R-S), scratch; fourth, Walter Goerke (Indian), scratch. Time, 6:22.

Three miles novelty—Won by Furr (Excelsior); second, "Chick" Thomas (Indian); third, "Jap" Wells (Royal Pioneer); fourth, D. Beall (Thor). Time, 4:54 $\frac{3}{5}$.

Five miles open—Won by W. Mangold (Indian); second, Walter Knight (R-S); third, Walter Goerke (Indian); fourth, Berryman (Harley-Davidson). Time, 6:28 $\frac{3}{5}$.

Ten miles open—Won by Walter Goerke (Indian); second, W. Mangold (Indian). Time, 11:56 $\frac{3}{5}$.

Tanner First in Five Miles Handicap.

A five miles bicycle handicap proved the feature of the mixed meet at Columbia Park, Buffalo, on Decoration Day, the meet being promoted by the South Buffalo Road Drivers' Association. The heats were at two miles, and as the handicaps were changed in the final heat the race proved very interesting. Joe Tanner, the expert flat floor rider, won the race from the 115-yard mark, Al Mercer getting second from scratch. Al Krushel was third and R. J. Hoover fourth. Time, 15:37. Frank Stein tried a 5-mile exhibition upon a motorcycle, but as the track was a half-mile affair his effort was not a remarkable one in the matter of speed. The timers gave him 8:34 for the ten laps.

WINS BY A SURPRISING SPRINT

Hot-Pressed by Hany, Sorenson Captures Plainfield Road Race—Big Field and an Enthusiastic Crowd.

Peter Sorenson, of the Empire City Wheelmen, who the day previous had finished third in a 10-mile handicap road race on Long Island, proved that he is a rider of ability by capturing the 25-mile handicap Decoration Day road race at Plainfield, N. J., on Monday, 31st ult. Sorenson had a handicap of 5 minutes, and with his club mate, Gus Hany, upon the same mark, the race proved easy for this pair of Brooklynites. Sorenson developed a surprising sprint at the finish and beat Hany by 5 seconds, his time for the 25 miles being 1 hour 8 minutes.

days," and indicated that bicycle racing has come back into its own. Plainfield is a fashionable little city, and lots of the fashionable folk were out to see the race, and judging from their applause they seemed to enjoy the frequent brushes between the riders just as much as a six-dollar-per ribbon counter clerk.

If Horner had known the riders better not all of the men placed on scratch would have been there. Steinert, MacMillan, Hawkins, Heer, Stanley, Carman and Schlosser were among those accorded the honor mark. MacMillan didn't particularly want to be there and the pace proved too fast for him. Carman set some pace until he punctured, and as Schlosser declined to spoil his sleigh-riding record the burden of the work fell upon Hawkins and Steinert. The scratch men therefore were shut out of the good prizes.

One protest developed. George Simons and E. S. Bird protested G. W. Hany, who

SEASIDE SIX DAYS RACE COLLAPSES

Some So-Called Amateurs Attempt a Hold-up that Fails—Then They "Strike" at Close of Second Day.

Atlantic City's six days amateur team race, which started in Young's Ocean Pier, that city, on Monday afternoon last, came to an untimely end on Tuesday night, 8th inst. The riders finished Tuesday, but refused to start again on Wednesday. The fiasco was due to a strike and attempted hold-up on the part of a majority of the "sportsmen."

"When Tuesday night's riding finished all the teams were tied with 289 miles," said Charles A. Van Doren, one of the promoters, in detailing the cause of the trouble. "Three of the teams had lost laps, but



SCENES AT THE START OF THE PLAINFIELD ROAD RACE

As only two of the scratch men would set any pace, they lost the time prize, which fell to P. C. Heidrich, of the Roy Wheelmen, of New York, who rode a splendid race from the 2-minute mark and defeated Carl Ericson and John Schuster in the sprint. Heidrich's time was 1 hour 6 minutes 45 seconds.

The Plainfield race, which was conducted under the auspices of the Plainfield Cycling Club, was the most important road race that has been held this season. It attracted 58 entries, a majority of whom finished the course.

Promoter Jack Horner had his troubles for besides doing all the preliminary work and the handicapping he had to move the start of the race from the middle of Plainfield to North Plainfield. It is said that some of Horner's business rivals induced the Mayor to withdraw his consent to have the race start and finish in Plainfield.

Despite the change of venue, a large crowd saw the race, and as it was run over a small course the spectators had ample opportunity to see how the riders progressed at various stages. The composition of the crowd smacked somewhat of the so-called and much lamented "good old

finished second, claiming that the Brooklyn man had fouled them by back pedaling. The protest came before Dr. J. W. Cooley, of Plainfield, who acted as referee, at a meeting on Tuesday, but was disallowed. The summary:

Pos.	Rider.	Hdcp. M.	Time. H.M.S.
1—	Peter Sorenson.....	5	1:08:00
2—	Gus Hany.....	5	1:08:05
3—	R. L. Gutridge.....	4	1:07:10
4—	E. L. Adams.....	4	1:07:20
5—	J. Becht.....	4	1:08:00
6—	Drace.....	4	1:08:03
7—	E. S. Bird.....	5	1:09:05
8—	Van Decker.....	5	1:09:10
9—	Holly.....	4½	1:08:45
10—	Dunham.....	5	1:09:20
11—	J. Eubank.....	4	1:08:30
12—	P. C. Heidrich.....	2	1:06:45
13—	Carl Erickson.....	2	1:06:50
14—	J. Schuster.....	2	1:07:00
15—	Herman Lind.....	3	1:09:05
16—	S. C. Haterle.....	3	1:09:05
17—	Chris Kind.....	4	1:11:15
18—	Smith.....	3	1:12:30
19—	Jerome Steinert.....	S	1:10:10
20—	Harris.....	6	1:16:50
21—	J. B. Hawkins.....	S	1:11:00
22—	George Simon.....	7	1:22:00
23—	Comdron.....	3	1:18:30
24—	Edw. Heer.....	S	.....
25—	Eberle.....	4½	.....
26—	Nick Kind.....	4	.....

as they claimed the distance was lost by breakage of bicycles the judges restored the lost distance. As the riders brought down J. T. Halligan to watch the gate for them it is evident that they expected to receive cash, but if they did expect it I had no intention of giving it to them. They were to ride for 40 per cent. of the gate receipts and I intended to pay them in prizes—not cash.

"On Wednesday Walter Schlee and Louis Owens came to me and demanded their carfare to and from Newark and \$2.50 apiece for every day they rode, besides their board at a hotel here. Naturally, I refused to be made the victim of a holdup, and would not listen to them. They evidently got around among the other riders because none of the teams, with the exception of Peer and Brennan, would get up when the time came for the race to start. Peer and Brennan were the only decent riders in the bunch—the rest were a bunch of highwaymen.

"Did you lose any money on the race?" timidly inquired the Bicycling World man.

"What? Did I lose?" bellowed the erstwhile six days promoter. "Well, I should say yes. We took in about \$400 in admis-

sions. I was stuck \$80 for the board bill of the riders, spent \$75 for the band, the two banked ends of the track cost over \$300, and there were lots of other expenses. Did I lose? Well, rather!"

The curtain raiser to the eight-hours-a-day six days' race was a meet on Young's Ocean Pier Saturday night, in which a marathon race was the piece de resistance. Twenty-six riders started, and as the track measures 14 laps to the mile spills were frequent. Seventeen riders hit the boards. Charles A. VanDoren, the local crack, although he fell twice, made up the distance by a pretty piece of riding and beat Walter Schlee, of the New Jersey Naval Reserves, Virgil Mercandetti, of the Roy Wheelmen of New York, was third. Time, 1:16:00.

A mile open was the other event, contested in four trial heats and a final. Major Reed, the diminutive Postal Telegraph messenger, captured first place by defeating Courtney Peer and Louis Owens, of the National Turnverein of Newark, the latter pair finishing in the order named.

The eight-hours-a-day six-day race began at 3:30 o'clock Monday afternoon with ten teams, as follows, according to the program:

Atlantic City Ocean End team, Albert Deardon and Charles A. VanDoren; Chicago Western team, Peter Hensch and Joseph Mesigal; Elizabeth Cadet team, Joseph Passenger and Walter Schlee; Orange North Jersey team, Louis Owens and William Morton; Buffalo German-Italian team, William Wehner and Bernard Renna; Newark Irish-American team, Courtney Peer and John Brennan; New York City East Side team, John S. Roth and Virgil Mercandetti; Baltimore Southern team, J. Leon Grogan and G. E. Towson; Boston New England team, Tommy Young and Frank Bassani; New York City French team, W. Rovere and John Giolito.

Considering the size of the track the going was rather fast the first day, 142 miles being covered in the eight hours of riding. There were several spills, but the worst casualties were damaged bicycles. VanDoren and Owens were the most violent during the evening's sprints, and their frequent attempts to steal laps brought the crowd to their feet and caused the teams of Roth and Mercandetti, Rovere and Giolito, and Grogan and Towson to lose many laps. When the day's riding ended all the teams were tied with 142 miles except the three mentioned. Roth and Mercandetti and Rovere and Giolito had dropped one lap, while Grogan and Towson were eight laps behind the leaders. The signal for the final mile brought out a pretty sprint, in which Deardon and Renna crossed the line so close together that the judges called it a dead heat.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

CHICAGOANS INVADE GRAND RAPIDS

They Capture All of the Time Prizes but a Country Boy Lands in First Place
—64-Year-Oldster Near Front.

With a representation amounting to about one-fifth of the big entry list, the Chicago "invaders" who competed in the Grand Rapids (Mich.) road race on May 31st, carried off all the time prizes and showed in third and fifth positions on the place list. Seven of the nine Chicagoans gained distinction, including C. L. Scholfield, a veteran of more than three score, the oldest man in the race. He rode from the limit mark, which was 15 minutes. T. A. Nordmark, riding from scratch, made the best time of 44:52, and F. Wilson, of Bauer, Mich., an eight minute man, was first to finish, thereby winning first place prize. John Burdell won the local street railway's offering of a gold watch for the first member of the Grand Rapids club to finish. Burdell was actually third in point of time, but under the rule of one prize to a man, he claimed the watch.

The race, which was run under the auspices of the Western Michigan Cycling Club, was "the" big Decoration Day event of Grand Rapids, as of all the cycling Michiganders. The fifteen miles course started at Reed's Lake pavilion and was patrolled by members of the Grand Rapids Motorcycle Club. Furthermore, telephonic communication was established from the pavilion to various points along the route so that the crowd, which was massed along the course for a quarter of a mile in solid lines was kept in touch with the progress of the race.

Of the 50 entrants, over 40 started, Scholfield leading. C. S. Dayton, a local rider was with him on the long mark. Then came an extraordinary gap of seven minutes before the second bunch was despatched. Four men only started from scratch, and of these, Biglow, Chicago, pulled into second time position, while Gilmer of Grand Rapids made eleventh place.

Despite the rain, the crowd hung on for the finish and even waited until the last rider had straggled in far behind the leaders. Wilson in first place, was 600 feet ahead of Parkel, though they had started with an even minute's difference in handicap. Thereafter the stragglers came in at odd intervals. All but five finished, and one rider was disqualified. He was H. Pakulla, the Chicagoan, who was thrown out for foul riding. The summary:

Place Prize Winners.

	Hdcp.	Time.
1 F. Wilson, Bauer, Mich...	8:00	55:05
2 H. Parkel, Grand Rapids...	7:00	51:40
3 Alex. Peterson, Chicago...	3:00	45:29
4 L. B. Wilson, Gd Rapids...	4:00	49:16
5 C. L. Scholfield, Chicago...	15:00	1:09:00
6 H. Houseman, Gd Rapids...	7:00	54:18

7 C. Smith, Grand Rapids...	4:00	51:50
8 A. Gillette, Gd Rapids...	2:00	49:50
9 A. Hackett, Detroit	3:00	52:50
10 R. Lawson, Grand Rapids		57:27
11 F. Gilmer, Grand Rapids...		50:15
12 J. Kruienza, Gd Rapids...	3:00	53:15

Time Prize Winners.

1 T. A. Nordmark, Chicago..	scr.	44:52
2 H. Bigelow, Chicago.....	scr.	45:09
3 Alex. Peterson, Chicago...	3:00	45:29
4 E. Kockler, Chicago.....	4:00	44:25
5 A. Anderson, Chicago....	4:00	48:44

Zulu Chieftain as a Cyclist.

Dinizulu, the paramount chief of the Zulus, who has recently been sentenced to four years' imprisonment and to pay a fine of £100 for conspiring against our authority, is a partly civilized native, and embodies in his person some of the conflicting attributes which, as a rule, are only to be found in the hero of a comic opera, says the C. T. C. Gazette.

Dinizulu has in his time adopted all the European ways. Some years ago he turned his attention to bicycling. The roads near the Black Umvolosi River, where the "great place" is situated, were merely rough tracks, and when the trader who had been commissioned to purchase the machine arrived he pointed out to the chief how unsuitable for cycling were these apologies for roads.

"I will have them leveled at once," said Dinizulu, and he gave orders to his Indunas (headmen) to this effect. "By tomorrow night I must have a flat road," he added.

It was a big undertaking to do this, but the chief belongs to the order of "I must be obeyed" beings, and the headmen set all their men to work. They kept at it all night and next day, and when they had finished the road was a long way from perfect; but the trader, out of pity for the headmen, gave his opinion that it was all right, and Dinizulu commenced to acquire the wheelman's art.

A Zulu chief's person is supposed to be sacred, and it would not have done for any of his people to have seen this exalted personage falling off the machine or making the more or less ridiculous appearance the average learner often exhibits, so the order was given that no man, woman, or child should go from their kraals during the time the chief was practicing under the tuition of the trader.

Dinizulu possesses a keen sense of humor, which at times is rather unpleasant to the victims, and after he was able to ride he took a huge delight in inducing any stray white man who put up at the great place to mount the bicycle and have a ride. It was useless for the traveler, who in all probability could number the bicycles he had ever seen on the fingers of his hand, to protest. He simply had to accept the "invitation," and as he came to grief the chief's roars of laughter could be heard for a considerable distance away. Then the disgusted visitor would be taken into the house and the "square face" gin brought out as a consolation.

HEALTH VALUE OF DEEP BREATHING

What May Be Effected by Proper Exercise of Respiratory Organs—Suggestions for the "Lung Drill."

What we do most—yet know least about:

Breathing. Taking a rough average, a human being breathes 15 to 20 times a minute—from birth to death—day and night, while life lasts. It is more rapid in children and old people; in sickness it may fall low or rise high. The average healthy man or woman may respire 16 times per minute; this is 960 per hour, 23,040 per day, or 8,409,600 per year, or say in 25 years, one has breathed 210,240,000—over two hundred millions—yet not one person in 100,000 understands it, or the merits of deep breathing, or, in fact, takes any trouble about it, life's most vital action—life itself.

If school curriculum could be divested of some useless "ology," and every child in every school every day be given a few minutes "Lung Drill," the death rate would fall and consumption be soon banished from the land, together with most other chest troubles, and a healthier and stronger nation arise, says H. Hewitt Griffin, in the *Irish Cyclist*, dealing with the subject of deep breathing, which is one of the virtues of cycling. I am not preaching, nor am I giving you a medical lecture, but some facts must be quoted, figures fired, and I must tell you something about the inside of that chest of yours.

The lungs consist of clusters of air cells, each about one-hundredth of an inch in diameter; there are about 25,000,000 of them, and their total surface, if smoothed out, would equal 2,000 square feet in your chest. But that is nothing to what is to come. Now, the average—small—chest only contains about 230 to 250 cubic inches of air. The average amount of air which goes in and out of the lungs with each indrawing and expulsion (with each "breathe") is only about 20 cubic inches—say 25 with an active man. There is always, therefore, a big reserve of air not merely in the lungs, but in the windpipe, throat, mouth, nostrils, etc., (also in the stomach—outside our province).

It is easy to understand that distributed in these 725 millions of cells is much stale air, that only deep breathing will disturb and renew. Not only that, but only a small portion of those "2,000 square feet" of lung surface gets exercise. Little wonder, then, that they become stagnant and liable to disease.

Each cubic inch of oxygen we breathe is made up of about one thousand trillion molecules, so with 15 breathings of 20 cubic inches we are disturbing 300,000,000,000,000,000,000,000 per minute molecules among a small part only of the 725,000,000 or 750,000,000 of cells. I am merciful, or I would give you the figures for a few deep breaths.

But we must be careful how, when, and where we practice the "lung drill." A "smoking concert" is the last place, nor should the organs be strained immediately after a meal. We must also prepare the passages. Of course, everyone rubs a brush round their teeth in the morning, but that is not good enough. Never eat or drink anything till that useful act has been performed. Not only clean the teeth by a vigorous up and down movement, but brush the tongue and palate, in fact, all reachable parts of the mouth, thoroughly. If you do not take that "morning tub" (how few do so!) wash in the lavatory, or use a big basin with plenty of water so that you can immerse your whole head, or hold it under the bath cold water tap. I ascribe the preservation of my "thatch," and a great deal of my good health and freedom from colds, to this practice. It is good to draw a little water into the nostrils and expel; in any case after drying head and face, clear the nose by a good blow.

Stand at an open window or before breakfast go into the open air, and first expel the air from your lungs slowly, surely, and effectively. This is, without having practice, almost impossible. Not only does it require knack, but if you suddenly breathe the effect of a full blast on the lungs, you might rupture some of the delicate membranes. Therefore, as you would in physical training, go gently at first, and accustom the lungs to a gradually increasing duty.

Stand upright, expel the air from the mouth, bringing the shoulders slightly towards each other at the chest empties; then check the desire for a sudden inrush, inhale slowly and evenly through the nostrils for choice, throw back the shoulders and put out the chest. When "full up," hold the wind a few seconds, then exhale slowly.

Do this five or six times every day, and some deep breaths at suitable times out of doors, and you will find an all-round improvement. Be sure to have your chest measured before you begin. You will be surprised at its increase—and from within, remember. Gymnastic and like exercises put on muscle, but most of the claimed increase is from without.

I learned the value of deep breathing long years ago, in the early seventies, when I used to go in for bringing up heavy weights in deep water. I have carried an 80-pound stone along the bottom and up a ladder, and actually brought to the surface and swam with a 54-pound "rock," which now reposes in my garden. We cannot get deep diving in London, so I took to the only sport youth and age are equal at—distance plunging. For the man of 50 (providing he is an expert), is generally much better than the youth of 20—some of our best plungers are on the wrong side of 50. I have often seen men of 60, or more, successful. Thank goodness there is one sport—but alas! we get very little of it—left to the old boys. I allude to it because, above all others, it needs "lung drill"; but do not

run away with the idea that it is the only one.

Those who go in for any sport, cycle racing, sprinting, distance running, or any form of exercise, will find the immense benefit of strong, developed, and trained lungs. When that last long spurt comes, you—with the trained lungs—will be able to wear down the man or men with "bellows to mend," i. e., their lungs cannot stand the sudden overstrain—yours can. Besides, a sound heart generally goes with sound, strong lungs.

Again, to go back to the value and importance of internal chest development. Unless taken before physical development, or in connection therewith, the outward muscles may "bind" the chest and check its far more important internal expansion. Gain this, and then put as much muscle as you like on outside.

"Lo, the poor Indian" is not always so gentle as the poet would have us believe. Many of the natives who form our Indian army are splendid fellows, with not only wiry tenacity but physical culture to a high degree. They understand the value of deep breathing upon the system and good health. Moreover, they have improved on our methods, and, after careful personal test, I speak in the highest terms of their plan, which they claim to be centuries old. Just a word of advice: If you carry it out at the privacy of your open window, be sure an irascible neighbor is not watching you, or he might think you were "pulling snooks" at him.

Preparations and position as before:

Close the mouth after the first expulsion, and keep it closed. Place a finger of the right hand on the outside of the right nostril, closing it. Take a long, slow inhalation through the left nostril till the lungs are charged and the chest is well inflated. Pause for 10 seconds or so. Close left nostril with finger of left hand. Open right nostril and expel the air slowly from it till the lungs are as empty as you can make them. Then again close right and open left for next inhalation. Do this three times, and then reverse.

At the end of the third indraft, breathe back out through the left open nostril, then close it and inhale through the now open right nostril, exhaling through the left. Do this also three times.

Anyone—athlete or sedentary—who does this fairly regularly will soon cease to be troubled with colds, particularly that disagreeable form (which I used to be a martyr to) "cold in the head." It invigorates, strengthens, and clears the nasal organs, as well as the lungs and throat. It is a splendid "pneumatic tonic." Remember, also, the blood is directly acted on and purified by strong, clear lungs, so the whole health and body are improved directly and permanently by lung drill, and we are the better able to ward off colds and disease. In fact, the man—or woman—with trained lungs may almost defy the elements.

OLD TIMERS SPRING A SURPRISE

They Capture First Three Places in Mile Handicap at Los Angeles—Episodes Mark a Mixed Meet.

Los Angeles, Cal., May 30.—Because the headliners who have been appearing at Fiesta Park's 5-lap cycle track left early last week for Salt Lake City the drawing power of to-day's program was considerably reduced, and in an effort to bolster it up Manager Pickering introduced several motorcycle events.

The riders who went to the Mormon metropolis included Iver Lawson, Walter Bardgett, the Samuelson brothers, Parley Giles, Albert Crebs, Saxon Williams and the Australian trio of Palmer, Walker and Senhouse. Those that were left asked Pickering to arrange a program, which he was loth to do, but he finally consented when it appeared that on account of the Coliseum motorcycle track being closed because of the endurance run of the Los Angeles Motorcycle Club he might incorporate motorcycle events in the card. In doing so he encountered the rigid rules of the Federation of Motorcyclists as to the use of big machines on small tracks.

Unable to get a sanction for motorcycle racing to-day, Pickering nevertheless obtained official permit for exhibition rides, but when Lingenfelder and Mitchel wanted to use 6-horsepower N. S. U.'s and Graves insisted on riding the large 7-horsepower Indian that they use at the Coliseum the referee, Charles Fuller Gates, stood on the limit of 30.50 inches displacement set by the F. A. M. for small tracks and would not trifle with the rules or encourage semi-suicide by permitting them to go on. Mitchel and Lingenfelder finally borrowed a 4-horsepower Elk, a local machine, which they used, but Graves did not get up.

Just as the mile cycle handicap for the professionals was started Furman, who was on scratch, slipped and his rear wheel collapsed. The final of the amateur handicap was substituted so that he could get another mount. When the "pro" handicap did go off a surprise ensued as a result of its being won by the veteran Tompkins, of Santa Monica, an all-around athlete who has been appearing in track and road races for about 25 years. He had started from the 175-yard mark. Another veteran, Frank Barnett, the Nebraska farmer who attracted attention at the World's Fair races in Chicago in 1893, got second place, and third went to J. P. Gunn, the old-timer from Salt Lake, so that the affair was a triumph for the old men.

A rolling start was given the big field in the lap race for the cash chasers. Tompkins began sprinting at once and gained such a lead that he had two lap prizes before "Long Bill" Furman could catch him. Audkirk, one of Australia's old men, went out and took two before tiring, following which Gunn held the lead for three laps, with the

bunch hot on his trail. Achorn then went to the front until the battle started half a lap from home. The crowd, although small, made a big noise in cheering Furman as he won out from Agraz in a close finish.

After four men had been tagged out in the unlimited pursuit race for amateurs a quartette of strong men remained. Bryant, the newly revealed dark horse, finally had to succumb to McNeil, and Carroll, from Oakland, surrendered to Berryessa, who in turn was gradually ridden down by McNeil after a long grind, the Scotchman being the winner.

The 5-mile motor paced race between Duer and Agraz went strong for two miles, when Mitchel, who was pacing Agraz, shut down because of a loose rear wheel pulley. As it could not be repaired immediately the referee made each man ride three miles behind the good machine, the one making the best time to be the winner. This method of deciding the match was not satisfactory to the crowd, but the referee held it to be the best that could be done under the circumstances. Duer won by 7 seconds.

The summary:

One mile novice, amateur—Won by James Dewar. Time, 2:24½.

Half-mile handicap, amateur—Won by E. J. Carroll (35); second, William Long (50); third, John Dye (25); fourth, William Anthony (70). Time, 1:00½.

Mile handicap, professional—Won by A. D. Tompkins, Santa Monica (175); second, F. Barnett, Lincoln, Neb. (160); third, J. P. Gunn, Salt Lake City (165); fourth, J. E. Achorn, Salt Lake City (40); fifth, F. Hoffman, Los Angeles (25). Time, 2:08½.

Two mile motorcycle exhibition—Arthur Mitchel, Newark, N. J. (4 Elk). Time, 2:22½.

Two mile lap race, professional—Won by William Furman, Los Angeles; second, Emil Agraz, San Francisco; third, Frank Hoffman; fourth, J. E. Achord. Time, 4:10. Laps won: J. P. Gunn, 3; A. D. Tompkins, J. E. Achorn and W. Audkirk, 2 each.

Unlimited pursuit race, amateur—Won by J. A. McNeil; second, J. Berryessa, San Jose; third, E. J. Carroll, Oakland; fourth, W. C. Bryant, San Jose. Distance, 4½ miles. Time, 12:40.

Five mile motorcycle exhibition, professional—E. Lingenfelder, (4 Elk). Time by miles, one, 1:05; two, 2:10; three, 3:17; four, 4:27; five, 5:38.

Five mile motor paced match race—Won by Ray Duer, Buffalo; second, E. Agraz, San Francisco. Time last three miles, 4:11½.

An Australian "Champion" Coming.

Cecil De Forge, who is described as the Australian motorcycle champion, is expected to arrive in Los Angeles this week and a meeting with Derkum, Lingenfelder and the other professionals is in prospect. Charles Balke, one of Los Angeles's crack amateurs, also may go up against De Forge, as he is trying to decide whether or not to turn "pro" in order that he may go after Derkum, De Forge and the money.

MATHEMATICS DECIDE A CONTEST

Barnaby Wins by Formula at Minneapolis Hill Climb—Porter First in Twin Class by Time and Tables.

Hill climbing on the mathematics plan provided an afternoon of sport for the enthusiasts at Minneapolis, Minn., on Saturday, 29th ult., when it was shown that according to the "Callendar's formula" the race is not always to the swift. By permission of the park board the motorcyclists were given full sway on Riverside hill for the first annual climb for members of the Minneapolis Motorcycle Club, and although not the fastest in his class, William E. Barnaby, riding an R-S, was declared the mathematical winner in the single-cylinder group, but in the class for twins R. S. Porter (Indian) proved his right to first award by both time and formula.

The course was 545 yards, and was so well policed that no mishaps of any kind took place despite the big crowd that looked on. Only stock machines equipped with mufflers were permitted in the contest, as J. B. Swegles learned when his twin was barred because auxiliary ports in the cylinders were discovered. The inverted Callendar's formula employed to determine the winners consists of dividing the total weight of rider and machine by the product obtained when the displacement and time are multiplied together. The highest resulting figure identifies the winner. Thus, although time alone does not settle the question of who gets the prizes, it counts big in the formula, and consequently the competitors went ripping up the grade at their best speed.

The prizes in each class were a gold medal for first, a gold watch fob for second, and a motorcycle tire for third. In the single-cylinder class the fastest time was made by E. H. Hammer (Indian), but Barnaby's machine had the smallest piston displacement of any so the formula gave him first place. The results as arrived at by formula were as follows:

Single Cylinder Class.

Finish.	Rider and machine.	Disp.	Sec.
1—	Wm. E. Barnaby, R-S.....	17.59	42¼
2—	D. C. Hawley, Thor.....	19.30	38¾
3—	J. M. Michaelson, Minn....	19.30	47½
4—	F. H. Bissett, Indian.....	19.30	42
5—	E. H. Hammer, Indian.....	26.98	36½
6—	Calver Gould, Thor.....	19.30	47
7—	C. Egeberg, Thor.....	26.98	59¼
8—	Wm. Buchholtz, J. A. P....	30.21	39
9—	Oliver Wilson, Excelsior...	29.05	42
10—	T. P. Chapman, Harley-D...	30.17	46¾
11—	C. A. VanSicklen, Excelsior	29.05	52¾

Twin Cylinder Class.

Finish.	Rider and machine.	Disp.	Sec.
1—	R. S. Porter, Indian.....	38.61	33
2—	G. M. James, Indian.....	38.61	34¾
3—	F. S. Haas, St. P., Indian...	38.61	34½
4—	Walter Taylor, Peugeot....	38.61	39¾
5—	J. M. Michaelson, Minn....	38.61	36½
6—	J. M. Michaelson, Minn....	38.61	38¾
7—	J. P. Lyons, Torpedo.....	38.61	45¼

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MORAN CELEBRATES BY WINNING

He Defeats Galvin and Bedell in His First Race Since Returning from Europe—
Other Events at Clifton.

James F. Moran, the former Chelsea (Mass.) milkman, who with Macfarland as partner, won both the New York and Berlin six days grinds, made his first appearance in America since the latter contest on Sunday last, at the Clifton (N. J.) Stadium. Moran was matched against J. Frank Galvin and Menus Bedell in a 20 miles motor paced race and the six days victor triumphed. Moran was not in the best of shape and doubtless would have been defeated had not Galvin run into such large chunks of hard luck. Beck and Carman divided honors in the two open amateur events and a team consisting of Carman, Rein, Jounay and Eubank won the unlimited team pursuit.

Ruden paced Moran, Schultz had Menus Bedell in tow and Turville had charge of Galvin. Moran took the lead at the start, but was being pressed hard by Galvin in the second mile when the latter's front tire burst. Galvin got upon another bicycle and was making up distance fast when his chain broke. A similar mishap befell him in the 15th mile. Moran ultimately won the race in 32:51½.

Carman, Mishka, Beyerman, Beck, Jounay and L. Georgi qualified in the one-third mile scratch. The final heat went to Beck who got off his mark first and remained in front all the way.

Another scratch race also was included in the program, which makes it plain that the Clifton management is catering to the fast riders. Carman, Backetty, Beyerman, Rein, Jounay and Georgi won the preliminary heats and Carman took the final from Beyerman.

The team relay race which was changed to an unlimited team pursuit had upon one side Beyerman, Mishka, Ferrari and Brandes, and upon the other Carman, Rein, Jounay and Eubank. Beyerman's teammates soon blew up and left him alone. Carman's team won after riding 3½ miles. The summaries:

One-third mile, scratch, amateur—Won by Warner Beck, Bay View W.; second, Michael Jounay, Nutley; third, Clarence Carman, National A. C.; fourth, L. Georgi, Newark. Time, 0:44½.

One mile scratch, amateur—Won by Clarence Carman, National A. C.; second, Adam Beyerman, Mohawk A. C.; third, Michael Jounay, Nutley; fourth, L. Georgi, Newark. Time, 2:34½.

Unlimited team pursuit, amateur—Won by team consisting of Carman, Rein, Jounay and Eubank; second, Beyerman, Mishka, Ferrari and Brandes. Distance, 3½ miles. Time, 8:44½.

Five miles motorcycle, professional—

Won by Charles Turville; second, Bob Schultz; third, Carl Ruden. Time, 5:45.

Twenty miles motor paced, professional—Won by James F. Moran, Chelsea, Mass.; second, Menus Bedell, Newark; third, J. Frank Galvin, Roy W.

Another Carman Shows His Speed.

Stanley Carman, a younger brother of Clarence Carman, who shows promise of soon eclipsing his speedy brother, won the 10 miles open handicap road race promoted by the Long Island division, Century Road Club Association, held at Valley Stream, N. Y., on Sunday last, 30th ult.

Young Carman, who is a member of the Empire City Wheelmen, rode a wonderful race from the 3 minute mark. He soon shook the other riders and plugged alone

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to the finish, also winning first time prize. His time was 29 minutes 34½ seconds.

The low markers missed the time prize by a matter of seconds, J. B. Hawkins' time being 29:49. Franklin Fisher made a strong bid but lost by a half length. The summary:

	Handicap.	Time.
	M. S.	M. S.
1 S. Carman	3:00	29:34½
2 J. Schuster	4:30	31:14½
3 S. Sorenson	4:30	31:14½
4 J. Becht	3:00	30:05½
5 T. Murphy	3:50	30:35½
6 C. Ericson	3:00	30:05½
7 C. Kind	5:00	32:06
8 L. Miller	5:00	32:15½
9 J. Hutmacher	3:30	30:53
10 J. Behr	4:00	31:32½
11 N. Kind	5:00	32:34
12 M. Ver Phack	5:00	32:51½
13 C. Nelson	5:00	32:51½
14 J. Brandstatter	4:00	31:03
15 F. Mehrman	4:30	31:05
16 L. Card	5:00	33:17
17 J. B. Hawkins	1:30	24:49
18 F. Fisher	1:30	29:49½
19 C. Nerent	1:30	29:50
20 H. Surman	4:00	31:57

RACING BEGINS AT REVERE BEACH

Motor Paced Marathon the Big Feature and
Collins Captures It—Tom Connolly
Wins Two Amateur Events.

Elmer J. Collins, of Lynn, Mass., won the motor paced Marathon race at the Revere Beach (Mass.) saucer on Monday last, 31st ult., defeating James F. Moran, of Chelsea, by 7½ laps, despite the fact that the former rode nearly the entire last mile unpaced. The meet was the first that has been held on the Revere Beach saucer this year and a large crowd enjoyed the racing. Tom Connolly captured both open amateur events, A. Rollins, of Everett, accounting for the novice.

In the motor pacer Marathon Collins got the better of the start and opened up a gap of 30 yards on Moran, but there the former milkman held him until the third mile.

In the seventh mile Collins determined to increase his lead to a lap and a pretty race resulted, the sprint lasting more than a mile, before Moran gave in and allowed him to pass. In passing Collins lost his pace, but by some hard plugging regained the motor. In the 10th mile Moran got his lap back.

Collins came up strong again in the 15th mile, and after a pretty duel of speed he passed Moran and continued after another lap, succeeding in the 17th mile. After that it was all Collins and he lapped Moran at will. There was considerable excitement in the last mile when Collins's motor went bad, but the young man from Lynn kept on plugging unpaced and won the race by one-half lap less than one mile.

There were 12 starters in the five miles open, with prizes at the end of every mile. J. Barry, of Cambridge, captured the first mile and also the second, Stillman of Woburn taking the third. Tom Connolly won the fourth and also beat out the field in the final sprint.

A likely bunch of novices showed up for the mile race and A. Rollins, of Everett, showed excellent speed, leaving the field far behind. The two miles lap race for amateurs was won by Tom Connolly.

The summaries:

One mile novice—Won by A. Rollins, Everett; second, G. Watson, Lynn; third, R. Conalge, Boston. Time, 2:35½.

Five miles scratch, amateur—Won by Tom Connolly, Everett; second, Cornelius Connolly, Everett; third, W. Bussey, Brockton; fourth, R. Lamontagne, Dorchester. Time, 13:07½.

Two miles lap, amateur—Won by Tom Connolly, Everett; second, C. Connolly, Everett, third; Tom Panacy, Brockton, fourth, R. Lamontagne. Time, 4:35½.

Motor paced Marathon (26 miles 385 yards), professional—Won by Elmer J. Collins, Lynn; second, James F. Moran, Chelsea. Time, 45:58½.

Motorcycle Thieves Cleverly Caught.

There is one East Orange, (N. J.) policeman who deserves a medal for his display of sound reasoning one day this week. Early Sunday morning Patrolman Edward Williams came upon two men trundling each a motorcycle in William street. They were making their way eastward and Williams stopped the pair to ask why they were not riding. They claimed that both machines were out of order, but it seemed rather odd to Williams, who continued to question the men. The answers were not at all satisfactory, so he took the men to the police station. The correctness of Williams's suspicion was established Monday when it was discovered that the motorcycles had been stolen from the store of

George F. Porter, 16 Park street, Orange. One of the machines was an N. S. U. owned by Gifford Gray, of Orange, and the other an American machine. The prisoners, who gave their names as Stephen Nilan, of 265 Broad street, and Michael Harris, of 428 South Twentieth street, Newark, confessed to having taken the motorcycles, when put through the third degree. The machines had been left with Porter for repairs and were in the show window. The thieves broke a pane of glass and when once inside broke the lock off the door, through which they ran the motorcycles out.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

Fourteen Riders Make Two Days Tour.

Fourteen riders enjoyed the Decoration Day tour of the Century Road Club of America on Sunday and Monday last. The party left New York Sunday morning and went to Hackettstown, N. J., stopping at Morristown for dinner. The return trip was made via the old Morris Canal tow-path, Lake Hopatcong, Dover, Pine Brook and Rutherford. The total distance was about 125 miles. Those who made the journey were: Emil Leuly, Fred E. Mommer, George Hansonbauer, Alfred H. Seeley, Arthur Dawson, Ralph Westervelt, T. Crook, B. Schubert, William Elligerorth, William Kirchner, E. L. Groff, William Russell, Charles R. Fortenbach and Clinton B. Walker.

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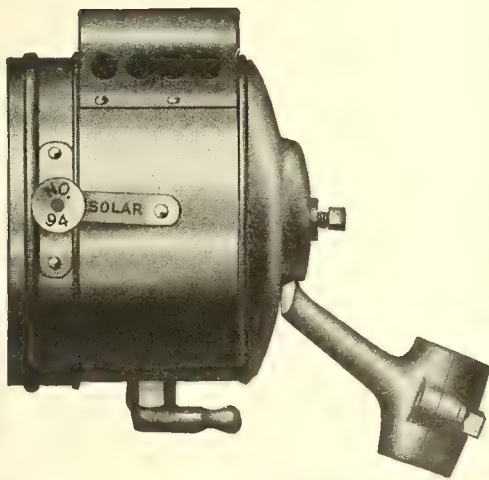
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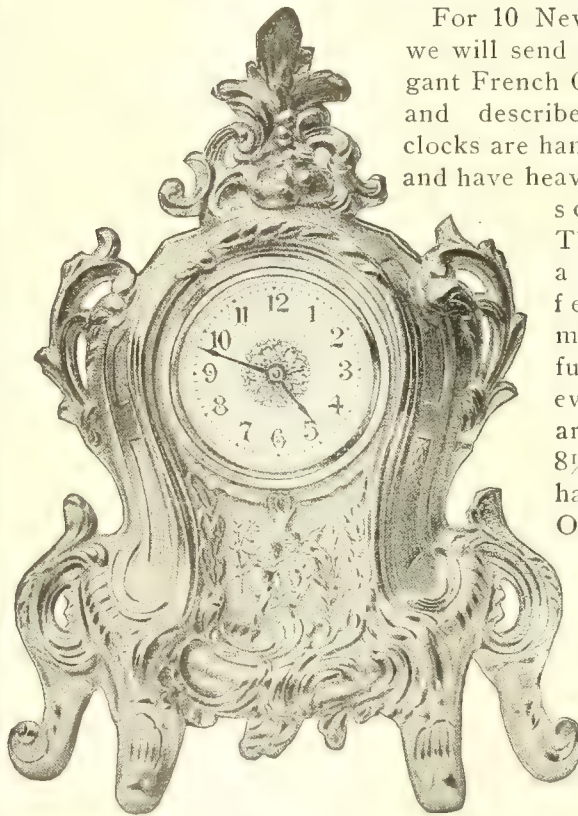
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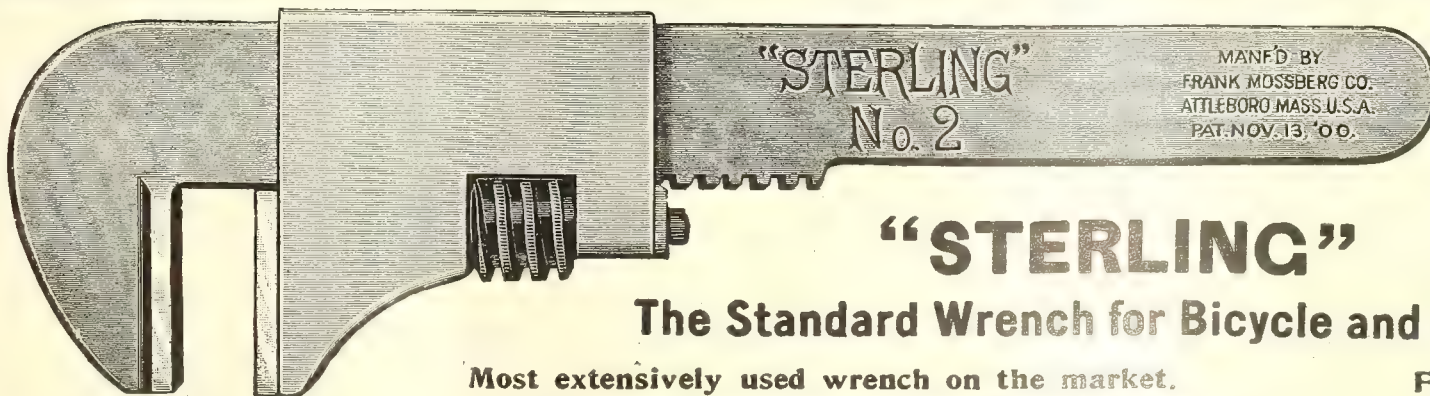


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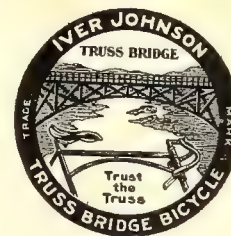
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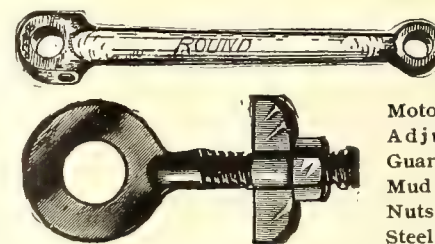
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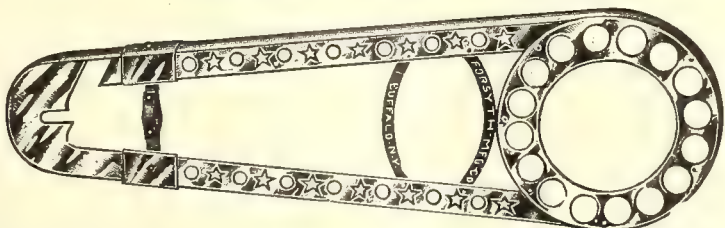
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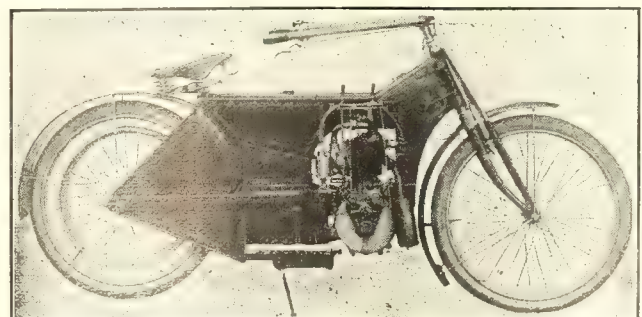
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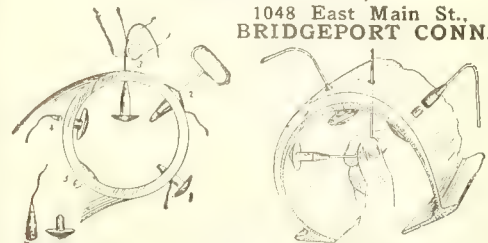
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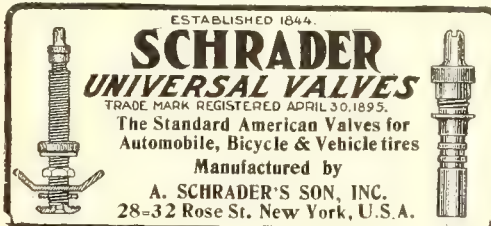
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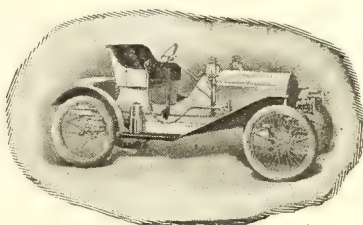
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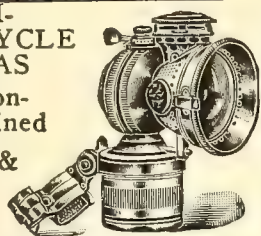
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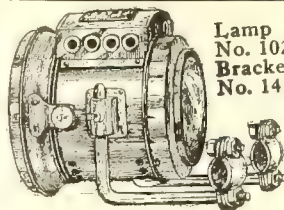
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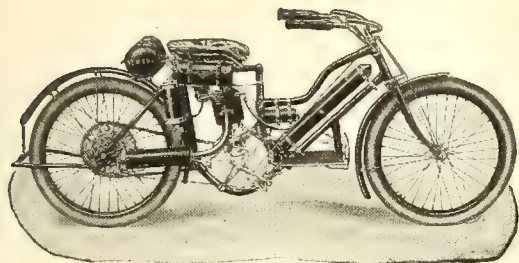
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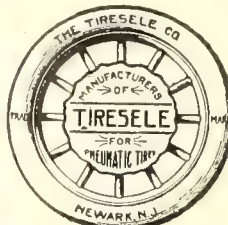
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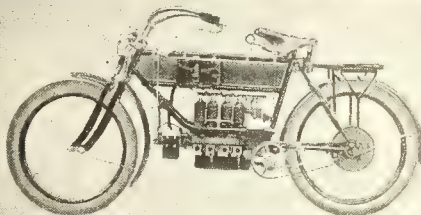
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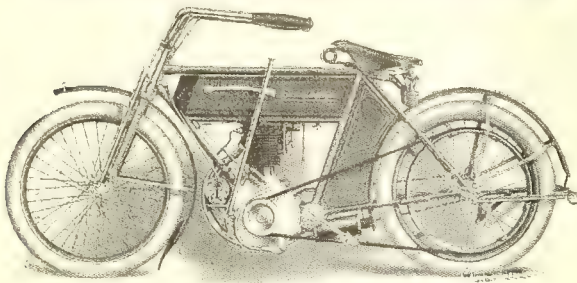
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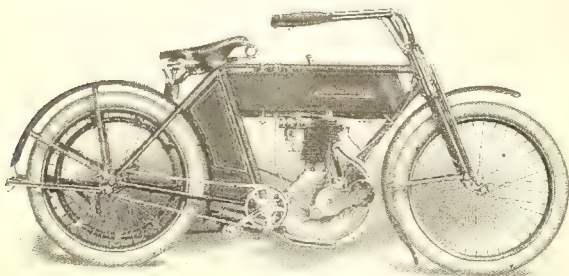
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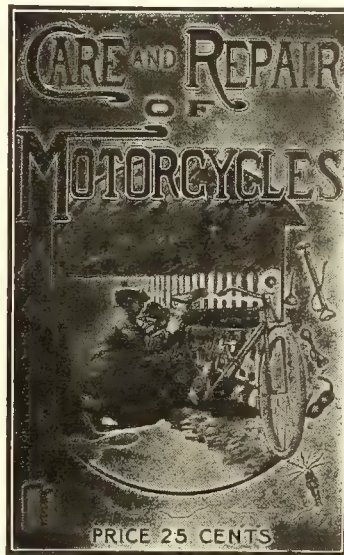
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STANLEY T. KELLOGG, Eastern
Distributor, 2232 Broadway, New
York, N. Y.



WHEN HELP IS WANTED

the value of



is measured by dollars not cents.

64 pages bristling with the useful
advice and suggestion desired by all
motorcyclists.

25 Cents

BICYCLING WORLD CO.

154 Nassau Street, NEW YORK

SILK SPEED TIRES

that weigh only 4 ounces;
others up to 7 ounces.

Pye's Waratah Racing Tires.

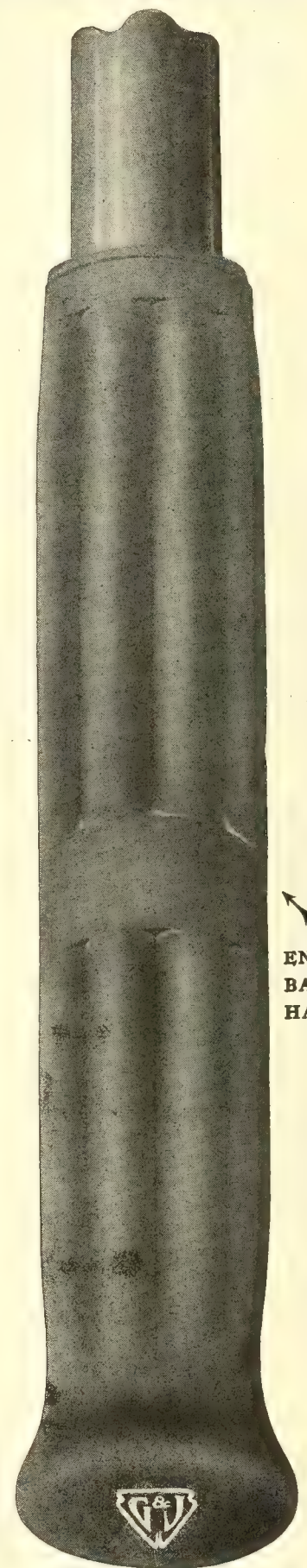
The tires that make even slow riders fast.
Write for prices.

E. A. PYE, 35 East 4th Street, South,
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THE SIDNEY B. ROBY CO.,
ROCHESTER, N. Y.

Bicycle and Motorcycle Sundries

GET OUR PRICES



END OF
BAR
HANDLE

Order your new motorcycle equipped
with

G & J ROUGH-RIDER GRIPS

Made of Rubber.

They relieve the vibration.

Price, \$1.50 Per Pair

For Sale by All Dealers.

G & J TIRE CO.
INDIANAPOLIS

There
is
nothing so rare
as
a
complaint
affecting
Kokomo Tires.
There
never has been
any
trifling with
their quality.

Kokomo Rubber Co.,
Kokomo, Indiana



When obtaining your tires, remember this—

MORGAN & WRIGHT MOTORCYCLE TIRES

in just one year from their first appearance on the market have gained a reputation, this country over, for superior wearing qualities and general service satisfaction that cannot be denied.

Figure it any way you wish, you must finally concede that such a result could only have been attained by some superior merit of the tires—a freedom from trouble, a length of service that appealed to their users as something far better than anything that had gone before.

And that is true.

Morgan & Wright tires have satisfied their users always and everywhere, many times actually surprising them by the extra long service they give, and are now enjoying the popularity and the large sale they deserve.

MORGAN & WRIGHT, Detroit

EMBLEM MOTORCYCLES

PRODUCT OF CO-OPERATIVE LABOR

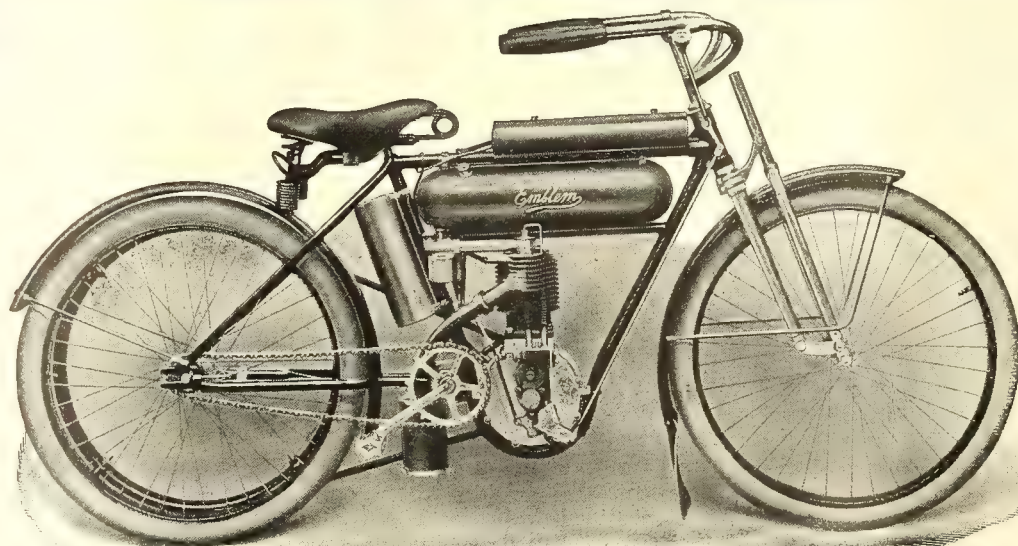
3½ H. P.
BELT DRIVE

Spring Fork, Price \$175

4 H. P.
LOW FRAME

28 Inch Wheels,
Price \$200

BALL BEARING
MOTORS OF OUR
OWN MAKE



TRIANGULAR
REINFORCED
TUBE

(OUR OWN MAKE)

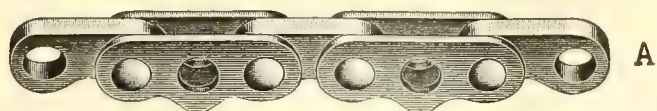
Is Used in Embleme
Motorcycles.

Emblem Spring Fork Makes Riding Enjoyable

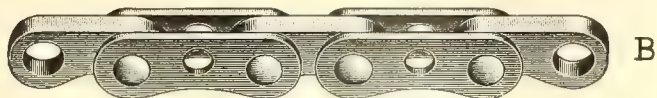
Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

EMBLEM MANUFACTURING COMPANY, Angola, N. Y., U. S. A.

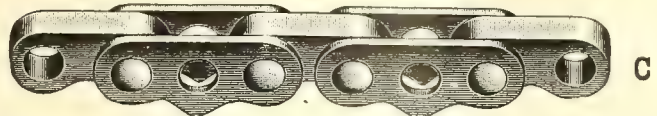
DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.



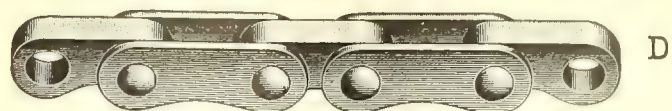
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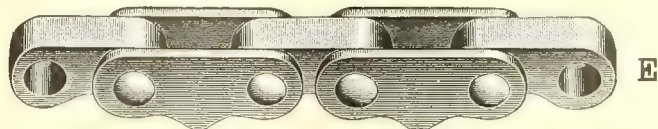
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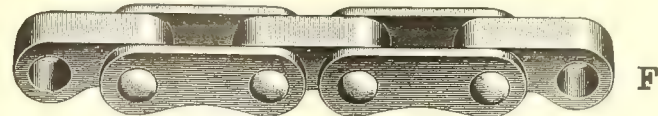
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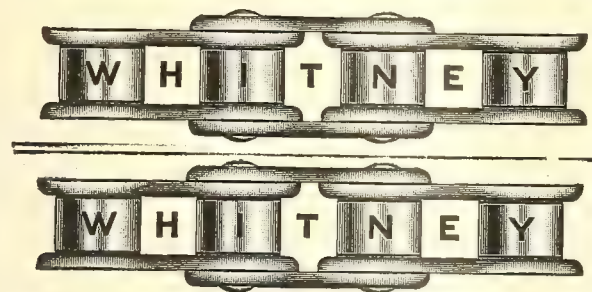


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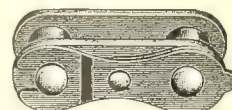


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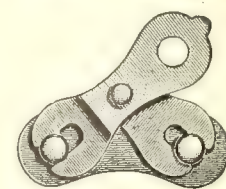
With a new equipment of special machinery and tools we are again making a great specialty of Block Chains for Bicycles and Machine Drives.



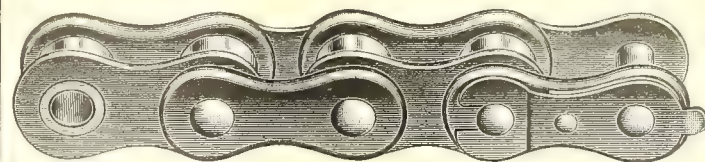
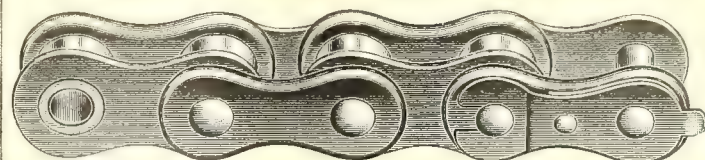
INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
 For Motorcycles, Etc.



New Patent
Safety
Connecting
Links



For Bicycle and
 Motorcycle Chains



"Whitney" **Chains**

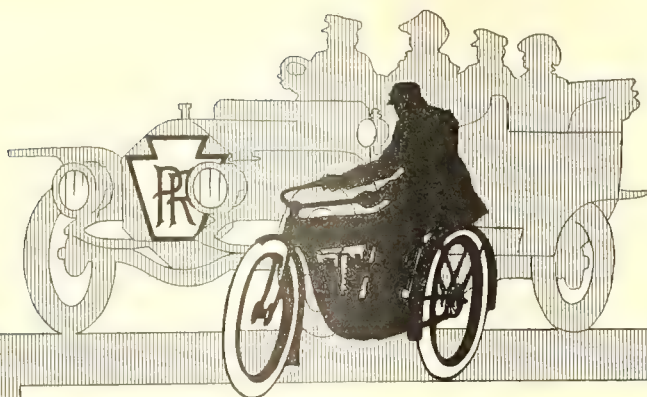
ARE MADE IN ONE
 OF THE MOST
 MODERN OF
 AMERICAN FIRE-
 PROOF FACTORIES

The Whitney Mfg. Co.

HARTFORD, CONN.



VIEW IN CHAIN DEPARTMENT



Automobile Tire Quality For Motorcycle Service

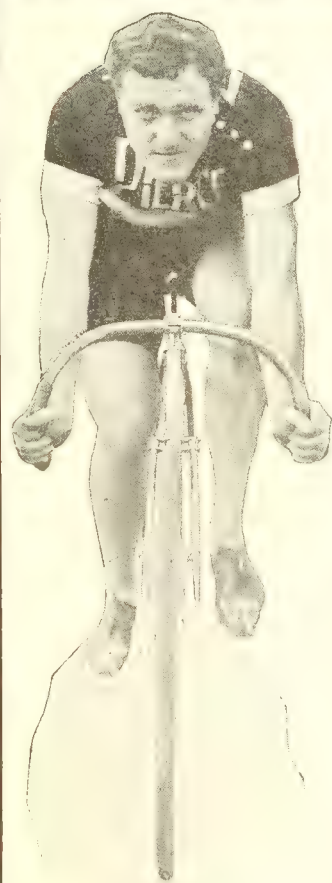
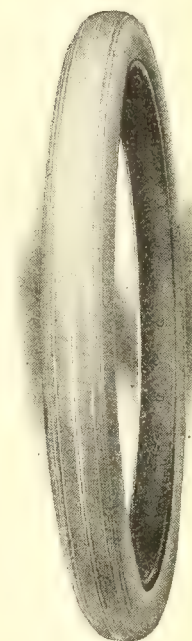
The wear and tear on tires resulting from the powerful propulsion of gasoline engines is as severe under the motorcycle as under the automobile. The latest and foremost tire affording automobile wearing capacity for motorcycle service is the

PENNSYLVANIA CLINCHER NEW FLAT TREAD TYPE MOTORCYCLE TIRE

If you are using the ordinary light tires, better fitted to stand the strain of foot pedaling on bicycles than the mauling and friction of motor driven travel, you will find it not only an economy but a safeguard to adopt this new and heavier tire—undoubtedly the strongest and most durable motorcycle tire yet made. ¶ It will pay you to write for descriptive booklet, price list and name of nearest dealer.

PENNSYLVANIA RUBBER COMPANY, Jeanette, Pa.

Branches and Agencies throughout the country.



FRANK L. KRAMER

Kramer Makes New Record on the **PIERCE**

¶ On May 31st, at the Newark Velodrome, Kramer established a new world's record for 1/6 of a mile by making the time in 16 seconds flat. ¶ All racing men who ride to win, use the PIERCE. Best on road or track. ¶ We manufacture Heavy Service, Road, Racer and Cushion Frame Bicycles, and the Pierce Vibrationless Motorcycle. ¶ Ask for our catalogs.

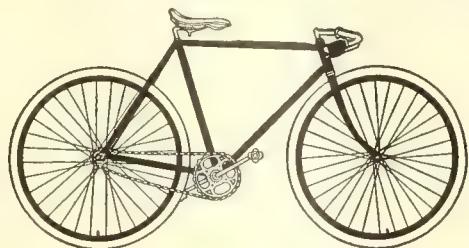
THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Branches: Oakland, Cal., Denver, Colo.

A Seasonable Suggestion to Pope Dealers

VACATION TIME WILL SOON BE HERE

IN making your plans for the country, seashore or mountains do not overlook the BICYCLE. It is the ideal and most convenient way of making the interesting



side trips and will help you get the full benefit of your outing time. By all means take a wheel with you. It will do its share toward bringing you back invigorated and ready for a hard winter's campaign of work.

The most satisfactory wheels for outing purposes are Pope bicycles. For ease in running and for reliability no others equal them. Call at our store and examine these wheels:

**COLUMBIA
CLEVELAND**

**RAMBLER
TRIBUNE**

**CRESCENT
MONARCH**

**IMPERIAL
FAY**

The above with the appropriate name or names of the Pope bicycles handled, and any additional matter that may strengthen it, is suggested to our dealers as a good seasonable advertisement for their local papers.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

Look for the Diamond E Trade Mark Stamped on Every Spoke



**The Standard
Company**
TORRINGTON, CONN.

Manufacturers of
**SPOKES, NIPPLES, PEDALS
TOE CLIPS and SPARK PLUGS**

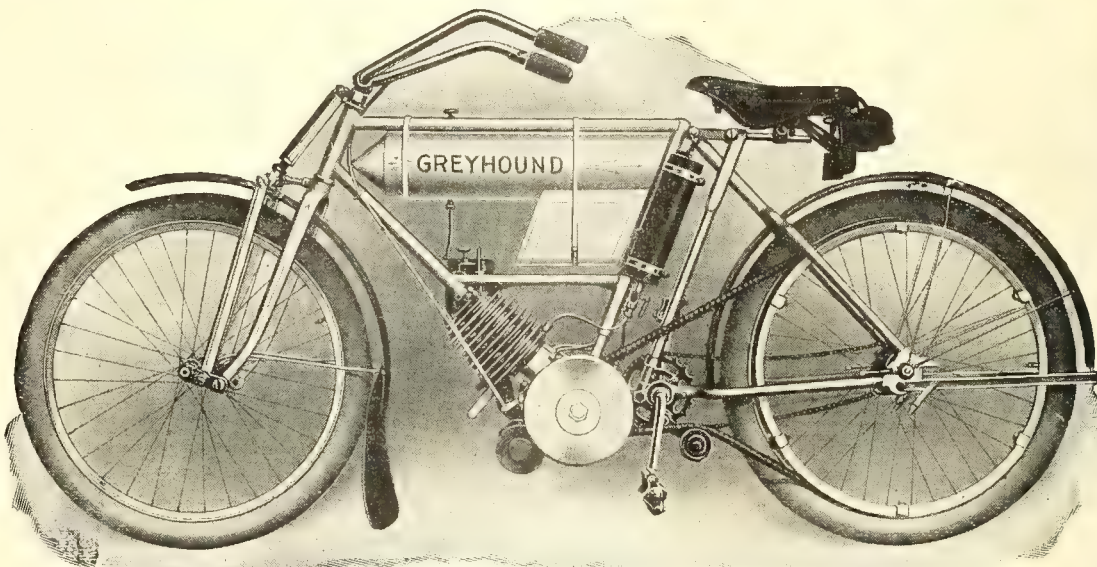
Greyhound Comfort

is not matched in any other motorcycle. A new agent of ours out in Kansas writes on receiving his first GREYHOUND:

"You can just say for me that she rides like a Pullman sure enough! The GREYHOUND SHOCK ABSORBER is all you claim for it and then some."

This is the verdict on all sides.

Big tires and a perfect spring fork help a lot, but that patented shock absorber of ours is the most important of all. The GREYHOUND is simple, strong and dependable. Write us if you want motorcycles either to ride or to sell. Catalogue free.



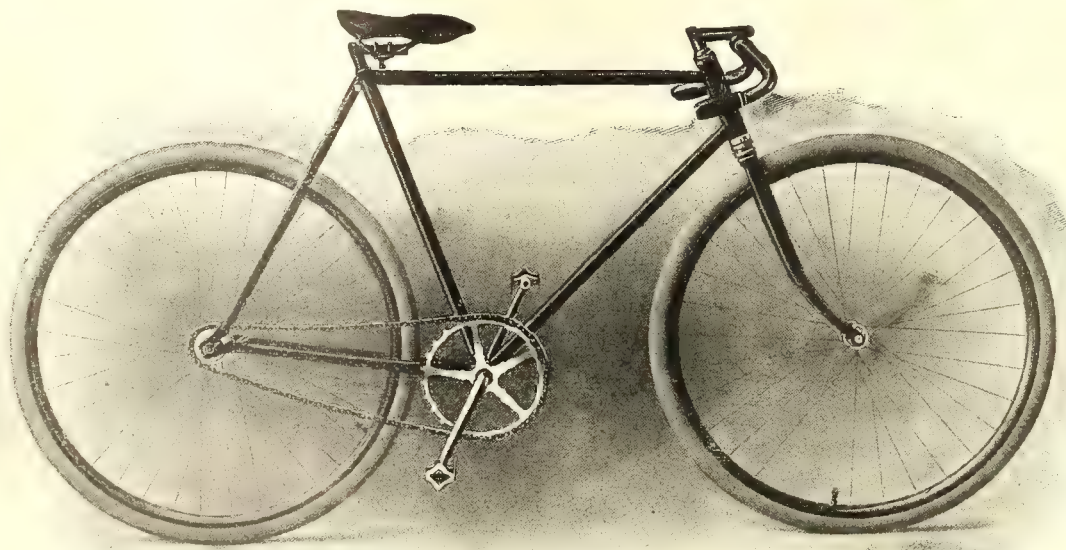
THE AUTO-BI COMPANY, Oldest American Motorcycle Makers. **1443 Niagara St., Buffalo, N. Y.**

Sales Agents Metropolitan District, THE BROWN-DEWEY COMPANY, 1697 Broadway, New York.
Sales Agent Chicago District, WHIPPLE, THE MOTORCYCLE MAN, 260 W. Jackson Boulevard, Chicago, Ill.

Dealers Who are Looking for Good Things

cannot afford to pass the

Crown Bicycle



We sell it to dealers at the right price which in turn permits them to sell it to riders at the right price; and the bicycle itself is thoroughly right, too.

We would like an opportunity to tell every dealer in the land about it, for we are sure we can interest them. Why not drop us a line today?

GREAT WESTERN MFG. COMPANY, Laporte, Ind.

HAVE YOU NOTICED?

That most of the Two, Three and Four Cylinder Machines are equipped with Mesinger Cavalry Type Motor Saddles, because they have the Right Shape for Comfort and have Fibre Friction Shock Absorbers.

The Mesinger Cavalry Saddle is made like a horse saddle—it prevents you from slipping and avoids that crampish hold of the hands on the handle-bars.



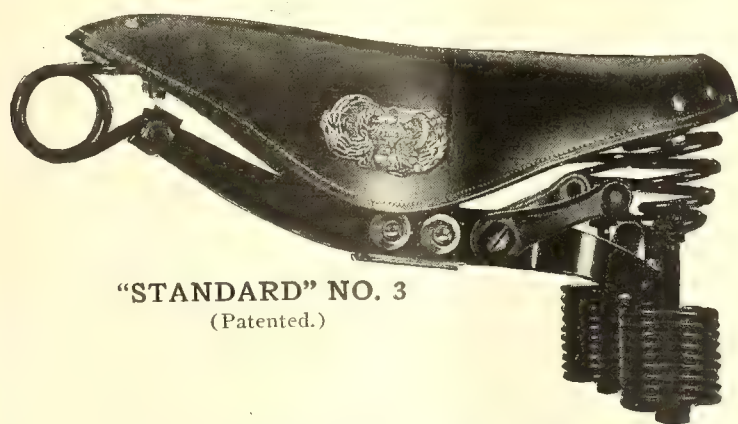
"CAVALRY" NO. 3.
(Patented.)

Agents and Riders

INVESTIGATE the Mesinger Fibre Friction Shock Absorbers, which check the REBOUND and prevent the SIDESWAY.

Consider: If you insist you can have the Mesinger Cavalry or Standard specified as equipment without extra charge.

There is little difference in the price, but a large difference in Comfort.



"STANDARD" NO. 3
(Patented.)

ASK THE RIDER

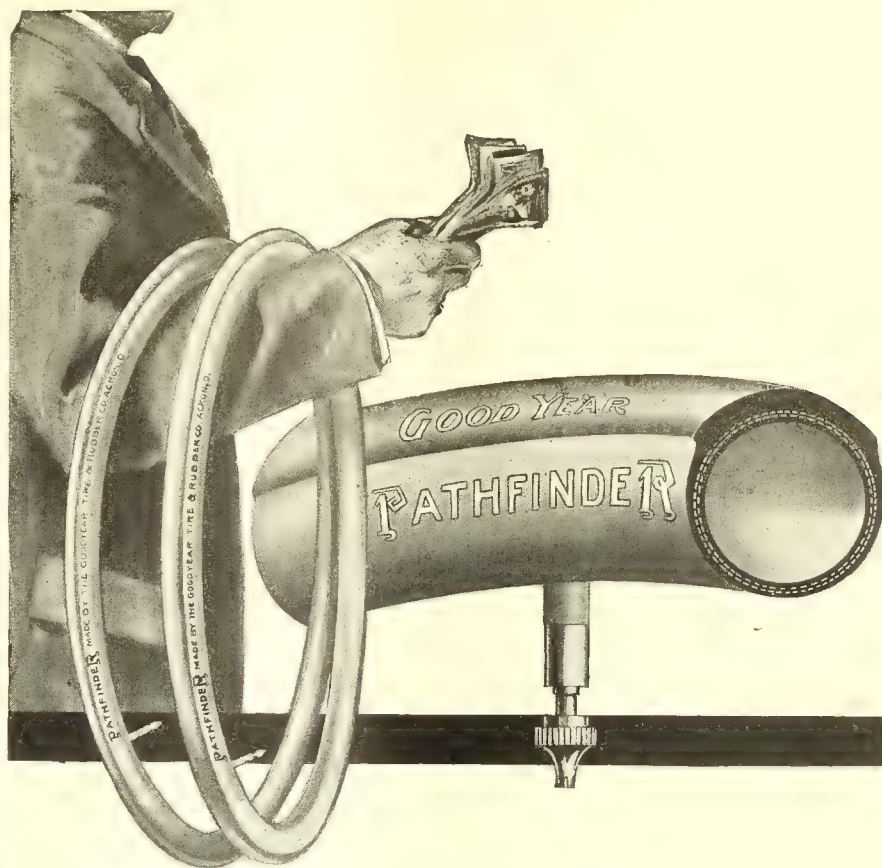
of the 1909 Mesinger Motor Saddles. He will tell you how the fibre friction Shock Absorbers increase his pleasure.

Write for Our New Illustrated Catalogue.

H. & F. MESINGER MFG. CO.

1801-1803 First Avenue

NEW YORK



You Make More Money on Tires

when your customers *save* money on tires by buying from you the kind that can be repaired—The Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back.

Pleased customers are also the best advertisers in the world. They bring others to you.

There's one secret of the Goodyear Pathfinder's wonderful popularity. It can be repaired either by plugs or vulcanization.

That gives the owner a run for his money.

A different story from that of ordinary tires, many of which will not take repairs at all.

Goodyear Pathfinder Single Tube Tires are made of the finest grade of Para rubber, as nearly pure as possible to put in a bicycle tire to vulcanize properly.

This rubber is quoted today at \$1.20 a pound. "Lapori" or "Guayule" at 35 cents a pound or "reclaimed" rubber from old worn out tires, overshoes, etc., at 10 cents a pound, would *look* just as well. But it is *service* that sells the Pathfinder.

The fabric in the famous Goodyear Pathfinder is a special closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

Notice the Pathfinder's cover—you never saw a tougher one. Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

More than 400 dealers—one to a town in all parts of the country—are now doing a big business on the Goodyear Pathfinder. Are you one of these?

We are sending all Pathfinder agents a quantity of frame guards gratis to distribute among customers. These guards are branded "Pathfinder" and help wonderfully to advertise the tire.

Write us if we are not represented in your town and see what there is in it for you. Start a letter today!

The Goodyear Tire & Rubber Company

Moal Street, Akron, Ohio

BRANCHES—Atlanta, 90 North Pryor St.; Boston, 261 Dartmouth St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 East 5th St.; Cleveland, 2005 Euclid Ave.; Denver, 28 West Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. & Broadway; Philadelphia, Broad and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; St. Louis, 3935 Olive St.; San Francisco, 506 Golden Gate Ave.; Washington, 1026 Connecticut Ave.

THE
Racycle

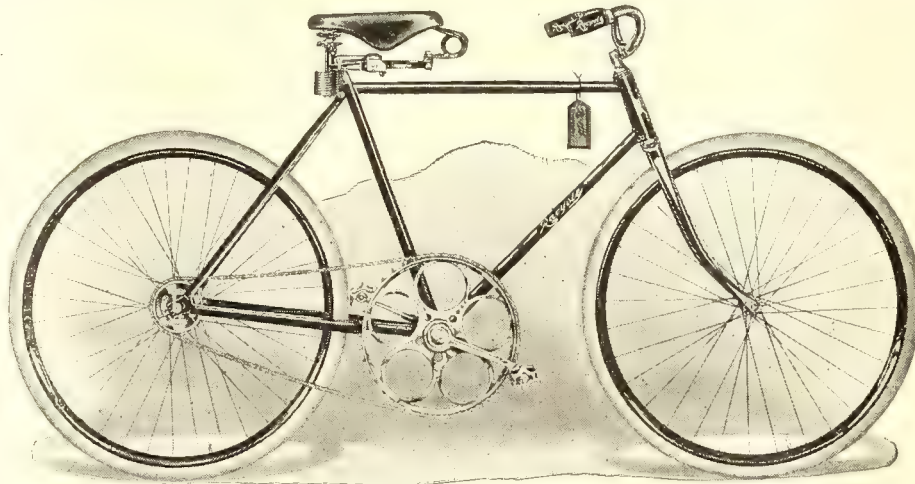
A Great Pair TO DRAW TO

THE
Hudson

The Two Most Profitable Agency Propositions in the World Today

Why not handle wheels for which there is a demand? You never hear our agents talking about business being dull, and you never hear of a dealer who is willing to give up our line. Why?

We spend \$25,000.00 every season for our agents, advertising our wheels for them. You can have a share in this by taking the agency.

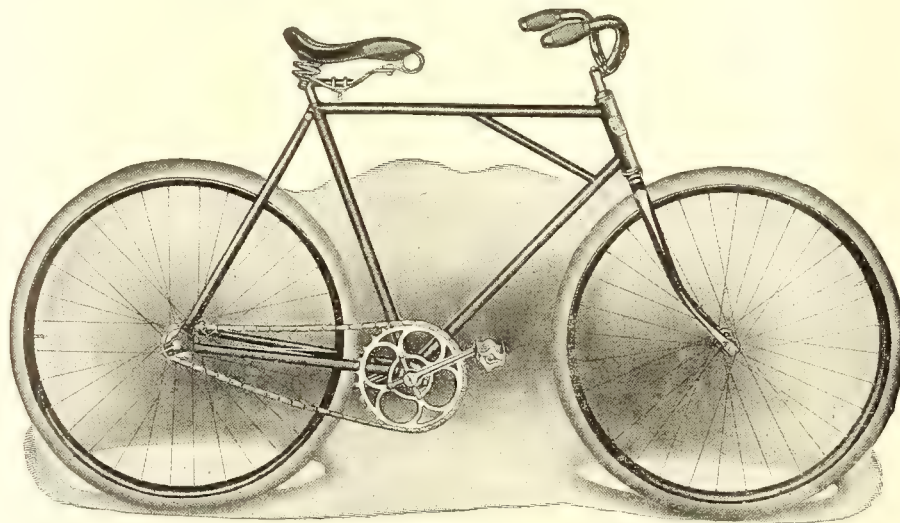


The 1909 Racycle

The interests of our agents are ours, and when they prosper, so do we. That's why we pull for our agents—that's why our agents succeed—that's why we have the finest agency system in the country.

Not only this year, but next year and all the time. We look out for our agents and give them goods that they can sell quickly and profitably and that stay sold.

Isn't it worth your while to investigate?



The 1909 Hudson

Our 1909 Racycles and Hudsons are better than they ever were. They are advertised more than ever before, and the demand has taxed the capacity of our enormous new factory. This means that our agents are doing the business. We sell no wheels direct—only through our regular agents. They get a direct benefit from all that we do to increase the business. Each agent gets a share of that \$25,000.00 that we are spending for them. How about your share? Don't stand still! You can forge ahead if you get started right.

Write to us and we will tell you how to start and how you can succeed.

The Miami Cycle and Manufacturing Company
Middletown, Ohio, U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, June 12, 1909.

No. 12

TAKING UP MOTORCYCLES ANEW

**Miami Preparing to Re-enter the Field with
a New Motor Racycle—McCullom
Perfecting the Model.**

The Miami Cycle & Mfg. Co. is almost ready to re-enter the motorcycle business. Two years ago, to meet the desires of a few of their agents, the big Middletown (Ohio) company marketed a motor Racycle, which mounted a Thor engine, but they did not make a very pronounced effort to enlarge the demand for it and as a result, they retired from the manufacture of motorcycles.

Early this year, however, Manager Jacoby decided that the time was ripe to take up the broken thread and go after the business in real earnest. He since has been making arrangements accordingly and the new motor Racycle is understood now to be so well advanced that it will be a matter of but a few weeks before definite announcements regarding it are made.

A. J. McCullom, who superintended the Miami motorcycle department on the previous occasion, returned to Middletown some three months ago and the work of developing the new model has been going on under his experienced direction. McCullom was one of the earliest "workers in the vineyard." He had much to do with the invention of the Armac and until his recent return to the Racycle establishment he had been engaged with the Royal Motor Works in Worcester, Mass.

Pope Receivers Fight Off a Tax.

Resisting the action of the board of assessors at Hartford, Conn., in listing as taxable property the \$291,151 which the receivers of the Pope Mfg. Co. had in the bank in that city on October 1, 1908, the receivers have obtained a decision from Judge William L. Bennett, of the superior court, sustaining their position that inasmuch as the money was in their hands ap-

plicable only to the payment of dividends to the creditors it should not be taxed as property of the company. The receivers save about \$6,000 as the result of the decision.

Mesinger on the Demand for Saddles.

Whether the dished or cavalry type of saddle for motorcycle use will dispute the supremacy of the standard suspension type which so long has been the vogue, is a pretty question which the future, of course, will decide. An interesting light, however, was thrown on the subject one day this week by H. Mesinger, the New York saddle maker. The Mesinger company produces both the standard and the cavalry shapes and Mr. Mesinger stated that so far as the demand for his goods is concerned the call is for the cavalry model in proportions of 4 to 1.

Hornecker Transfers Chicago Branch.

The Hornecker Motor Mfg. Co. have discontinued their Chicago branch and placed the Torpedo agency for that city with the Bullard & Gormley Co., 43 State street, who will make it a feature of their sporting goods department. The entire stock of the Hornecker branch, and Manager Ferguson, have been removed to the Bullard & Gormley store and as the new agents have a number of salesmen regularly covering the city and suburbs, even better results are expected than are obtainable from a factory branch.

Webster Reports 32 Per Cent. Increase.

Ralph D. Webster, secretary and sales manager of the Eclipse Machine Co., who was in New York on Wednesday last, reports a cheering state of affairs so far as concerns the Eclipse coaster brake. Up to June 1st, he states, the demand represents an increase of 32 per cent. over the corresponding period of last year and of June itself the orders in hand on the 8th of the month equaled the total business of all of last June. "If the ratio is maintained," remarked Webster, "it will be our best June since 1904."

WILL BUILD A BIGGER FACTORY

**Harley-Davidson Buys Site for New Modern
Fireproof Structure—Contracts Let
for Plans and Construction.**

That the chief cause for concern in the Harley-Davidson establishment in Milwaukee has been its inability to turn out its motorcycles fast enough to meet the demand for them is not wholly a secret; in fact, it has been no secret at all and it is one that represents a state of prosperity that speaks for itself.

But next year there will be no reason for concern even on that score, for the Harley-Davidson Motor Co. have acquired a plot of nearly an acre adjoining their present plant and let the contract for the design and construction of a factory which it is believed will be able to cope with any reasonable demand.

The idea is to obtain a model plant in every respect. It will be built of brick and concrete and will be three stories high, 60 by 150 feet. There also will be a separate power house in which will be generated the current to drive the various groups of machinery. The new plant will be fire proof and thoroughly modern in all details. When it is completed the Harley-Davidson people expect to produce every part that enters into their motorcycles and thus wholly free themselves from dependence on outsiders which so often is a source of delay.

The new factory will afford a remarkable contrast to the small barn in which Harley-Davidsons first were built and will serve as an inspiring object lesson.

Texas Dealer Makes New Connection.

Lawrence Hall has sold his interests in the Ambold Co. and become a member of the Dorsett Cycle Co., Austin, Texas. Hall's change of base carries with it a change in the title of the concern, the style of which hereafter will be Dorsett-Hall Cycle Co.

BRITISH TAXATION OF GASOLINE

Increased Cost May Revolutionize Carburettor Design—How Kerosene Can be Used in Present Types.

British motordom recently has been shaken by the introduction into the national Budget of two taxation clauses pertaining to the use of motor vehicles. Motorcyclists come off better from this than do those whose preference runs to the heavier and necessarily more costly machines, whose mileage now will cost them about 30 per cent. more than in the past, it is said, as a result of the double incubus. The increased income, which is to be employed for purposes of highway maintenance, is derived from a tax on motors and a tax on petrol, as the English equivalent for gasoline is known.

Heretofore, taxation of motor cars has been on the basis of weight, but now the amount of horsepower produced by the motors is to be taken into account, so that owners of low powered automobiles will be considerably worse off than motorcyclists, who will be taxed at the uniform rate of £1, regardless of the power of their motors.

The tax is to go into effect on the first of January next, and from it, the Chancellor of the Exchequer is expected to receive something like \$2,000,000, or \$1,300,000 more than the income of last year. As there are 40,000 motorcycles in the United Kingdom, it is estimated that motorcyclists will contribute no less than \$200,000 in addition to the above amount.

The second cause of dismay, though nominally of less moment to the average rider, yet has caused an even greater amount of protest than the motor tax. As soon as it was announced that petrol would be taxed at the rate of 3d. per gallon, the great distributors at once announced an advance in price to cover the duty, adding an extra penny for good measure. Not only were the users obliged to pay 8 cents more per gallon for their fuel than before, but the additional charge was applied to fuel already in the country at the time of the passage of the enactment. As this was estimated to amount to no less than 12,000,000 gallons, or a sufficient supply to last for three months, it will be seen that the trade netted the neat little sum of \$320,000, more or less, as a result of their promptness in covering themselves. No formal protest was made against the advance in price, however, until a chance remark, dropped by a speaker in Parliament, revealed the fact that the users had been paying over the equivalent of the tax for almost a month, on untaxed fuel.

In this connection a writer in an English contemporary, expresses his conviction that the tax on petrol will lead to a revolution in carburettor design. But even before the

revolutionary period shall have arrived he is convinced that the average motorcyclist will be able to effect a material saving in his running expenses by using a mixture of gasoline or petrol and kerosene, or paraffin, as it is known locally. He says:

"I cannot help thinking that the tax on petrol will lead to a revolution in the design of carburettors. I am perfectly sure from experiments which I have made myself that under certain conditions ordinary paraffin oil (kerosene), which can be bought at 7d. per gallon, can be used efficiently in motorcycle engines. I am perfectly certain that a mixture of paraffin and petrol can be used in these engines with economy, but I believe that this economy will not take effect unless a periodical cleaning of the cylinder, the combustion chamber, and the valve chambers, is resorted to.

"Supposing that a man could use his motor bicycle with a fuel composed of half petrol and half paraffin, the cost to him would be as follows: 1s. 2d. per gallon for petrol, and 7d. per gallon for paraffin, equals 10½d. per gallon for the mixture. Now I have successfully used various proportions of petrol and paraffin mixed. I am prepared to admit that the more paraffin used the more likelihood of setting up a carbon deposit. At the same time I believe that if a right mixture of petrol and paraffin were used, the reduction in the fuel cost, even with the extra tax on petrol, would be considerably more than necessary to pay for the occasional taking off of the cylinder, and cleaning of the valves, the combustion chamber, the piston head, the cylinder head, the exhaust passages, and the exhaust. In this way a great deal of the tax would be evaded and what is perhaps equally important the motorcyclist would be induced, at stated intervals, to overhaul his engine. Even with petrol, and the best management, an occasional overhaul, while not being absolutely necessary, is most certainly advisable.

"Such an overhaul can be best done in the workshop or garage of a cycle maker or agent, who has carefully studied the question of motor bicycles, and here I think the cycle agent has a great opportunity of getting some kudos out of the new taxation. Supposing that he agrees with me, and were to incorporate the subject matter of what I have just said in the form of a booklet to distribute among his clients he might find that a considerable amount of extra business would come his way. I am not charging him anything for the suggestion, and I don't even ask him to use my pen-name in connection with it; I am so philanthropic as to go further and give him a bit more advice in using paraffin mixed with petrol. It will be necessary to have a suitable carburettor. Many carburettors are so arranged that they can easily be used to take either petrol or a mixture of petrol and paraffin. It will be probably necessary in the majority of cases to give a wider variation as regards the minimum and maximum of air opening. On the other hand, it

will be found that there will be many manufacturers of carburettors, who will put on the market carburettors which will use a spirit or a mixture of a much heavier specific gravity than the standard petrol, and here is a source of income to the cycle agent; if he can induce the motorcyclist to use a higher specific gravity, he may also be able to induce him to invest in a new carburettor, and the cost of this with the necessary fittings will be a business not to be thrown away.

"I believe that improvement in this line will be first hampered by the objection as to easy starting. I do not believe that motorcycles will be started easier if a higher specific gravity is adopted. On the other hand I am quite convinced that starting will be more difficult, and so, when any of these carburettors come along, as they are sure to do, I would counsel the cycle agent to advise his client to have some method of feeding petrol to the carburettor for starting purposes. The use of petrol for starting the internal combustion engine which normally uses paraffin is well known, the idea being that while the engine would not start on cold paraffin it will on petrol, but that once hot it will run much more efficiently with paraffin.

"The heat attained in motor car engines is nowhere near the heat which is obtained inside the cylinder of the motor bicycle engines, always presuming that the latter is air-cooled, and so I think if the carburettors were properly arranged, and if two tanks were used, one to contain a small amount of petrol and the other a large amount of paraffin, and if the intake of air to the carburettor were made to include the hot air radiated from the webs of the cylinder, the use of paraffin would be found to be quite possible, and perhaps more economical than in the case of cars. To be able to start the machine on a small quantity of petrol, and when hot to run on paraffin, would conduce to much greater economy."

Puncture Locator for Desert Use.

Either a dread of water or an impression that it is very scarce, has led a foreign firm to produce a "puncture locator" that will appeal chiefly to the rider who likes to fill his tool bag with apparatus and remedies for even the most remote contingencies of the road. The appliance consists of a cage or box, crescent shaped in cross section, the circular top part of the box being made of transparent celluloid and the bottom of perforated tin. Inside the box are a large number of discs of exceedingly thin tissue paper, about like confetti. The tire or tube must be fairly well inflated, and after the "locator" has been shaken to get a complete layer of confetti over the fine perforations of the bottom, the device is moved along in a horizontal position until the puncture or pin hole is reached. The escaping air is depended upon to cause one or more of the confetti discs to be tossed up from the bottom of the "locator," the position of the leak thus being indicated.

COMMERCIAL ANGLE OF SCORCHING

Alleged Influence of a Certain Class of Dealers in Promoting It—Startling Dictum of a Man in the Trade.

That the part which some dealers play in converting motorcycle club runs into impromptu road races is inspired by scheming and cold-blooded commercialism, was the startling dictum advanced one day this week by a man in the trade. When his statement was challenged he became specific and named three dealers in as many cities whom he asserted were given to the scheming practice.

All of them, he declared, are possessed of particularly fast machines, which always are conspicuously far in the front in the Sunday runs, and which are forever crowding the pace or "taking on" any rider who shows a disposition to become ambitious. Usually the sporting blood runs warm in the average young owner of a motor bicycle, and there rarely is much trouble in starting a first-class free-for-all scorch to their limits and banged over good roads and bad ones alike. It is not merely by thus impressing the more impressionable young scorches and thereby laying the ground work for future sales that these scheming dealers hope to obtain financial profit for, according to the man in question, the revenue obtained from the repairs made necessary by the racking and punishment of the machine is the item which looms largest and most immediate in their calculations.

"Go into the shops of any of the dealers I have mentioned on any Monday morning after a club run, and if you do not find a plentitude of visible evidence of the truth of what I have said, I'll 'buy,'" continued the man who holds the startling opinion. "You'll find their shops full of dust covered, oil spattered machines with flat tires and rims, bent handle bars, broken pedals and not infrequently broken frames and 'seized' engines. Yes, sir; setting the pace and promoting scorching is a profitable part of these dealers' business and at least two of them have a gift of blarney that will make a youngster who has done \$20 worth of damage believe he made such a good ride that the damage was worth while and induce him to spend \$10 more to have his machine 'tuned up' to make it go faster the next time."

Schack Finds Youngest Motorcyclist.

W. G. Schack, manager of the Emblem Mfg. Co., Angola, N. Y., thinks he has discovered the youngest motorcyclist in the world. She is Miss Gustafson, daughter of E. R. Gustafson, Denver agent for the Emblem motorcycle, who, taking a very natural interest in her father's affairs, early manifested an inclination to the motor bicycle, which she mounts at every available

opportunity. Although the younger members of the "fair" sex have not as yet taken to motorcycling in very great numbers, Miss Gustafson, as the accompanying illustration shows, has the courage of her convictions sufficiently to ride a standard Emblem machine, man-fashion, which is to say, astride, after the manner of horsewomen of the more advanced class, which is not so strange, however, as Denver is in Colorado, where "votes for women" already are actualities. While it is not always considered distinctly "the thing" to throw the limelight of publicity upon a rider's age, especially if the rider happens to be of the female persuasion, yet it may be taken for granted that the little lady in



MISS GUSTAFSON AS A MOTORCYCLIST

question will offer no objection to having her youth as well as her portrait published, as she is just 14 months old.

About Lost Motion in Control Rods.

Lost motion in control rods and shafts on motorcycles should be taken up whenever it becomes appreciable, instead of being permitted to increase with use as is the usual average custom. It is not infrequently the case that grips can be turned from one half to a full revolution before any motion is transmitted to the contact breaker and throttle. In addition to causing an annoying rattle, "play" in the control connections is responsible for irregular fluctuations in the speed of the machine, due to the shifting of the contact breaker and throttle, within the worn limits, even though the grips be held stationary, when the machine is running.

Simple Test for the Magneto.

A simple test for the magnets of a magneto is to disconnect the driving gear and turn over the armature by hand. If the instrument is properly magnetized a slight but very perceptible resistance to turning will be felt twice in every revolution of the shaft.

To Prevent Fouling of the Plugs.

According to several men of experience, with motorcycles having oil windows in the engine base, fouling of the plugs can be avoided and best results obtained by keeping the oil level even with the bottom of the glass.

LESSENING THE CARBON DEPOSIT

British Expert Suggests Modification of the Packing Rings—This Theory of What Rounded Edges will Effect.

To avoid excessive deposits of carbon on the tops of the pistons and in the combustion chambers of motors a very slight and apparently inconsequential modification of the packing rings is all that is necessary, according to a foreign authority, who says he always uses the expedient in question. According to this rider all that is necessary to keep the upper end of the cylinder perfectly clean and at the same time to ensure ample lubrication is to round over the edges of the rings on both upper and lower sides. This should be done when the ring is new, he asserts, and he also says that by the time rings have worn down sufficiently so that the round corners have disappeared, it is time to put in new ones or else to round over the edges again.

His idea is that the ordinary type of ring, which is ground with its outer face perfectly square with the upper and lower faces which slide in the groove in the piston, acts as a sort of scraper or knife, cutting the oil off the cylinder walls every time the piston either ascends or descends. As a result, he claims that the oil is constantly being pushed up or down on the walls; that which goes down, draining back into the crank pit, while that which crowded upward is retained in the slight recess at the top of the bore, spreading out over the walls of the combustion chamber and the top of the piston whenever an explosion takes place.

His theory of the action of the ring which has had its sharp corners removed is that it tends to slide over the film of oil without disturbing it, thereby gaining the advantage of its lubricating properties to a much greater extent than is possible with the conventional type of ring. The very small reduction in the effective area of the rings is not supposed to be sufficient to cut down their packing value to a sufficient degree to cause an appreciable amount of leakage, especially considering the fact that the oil film remains at all times undisturbed.

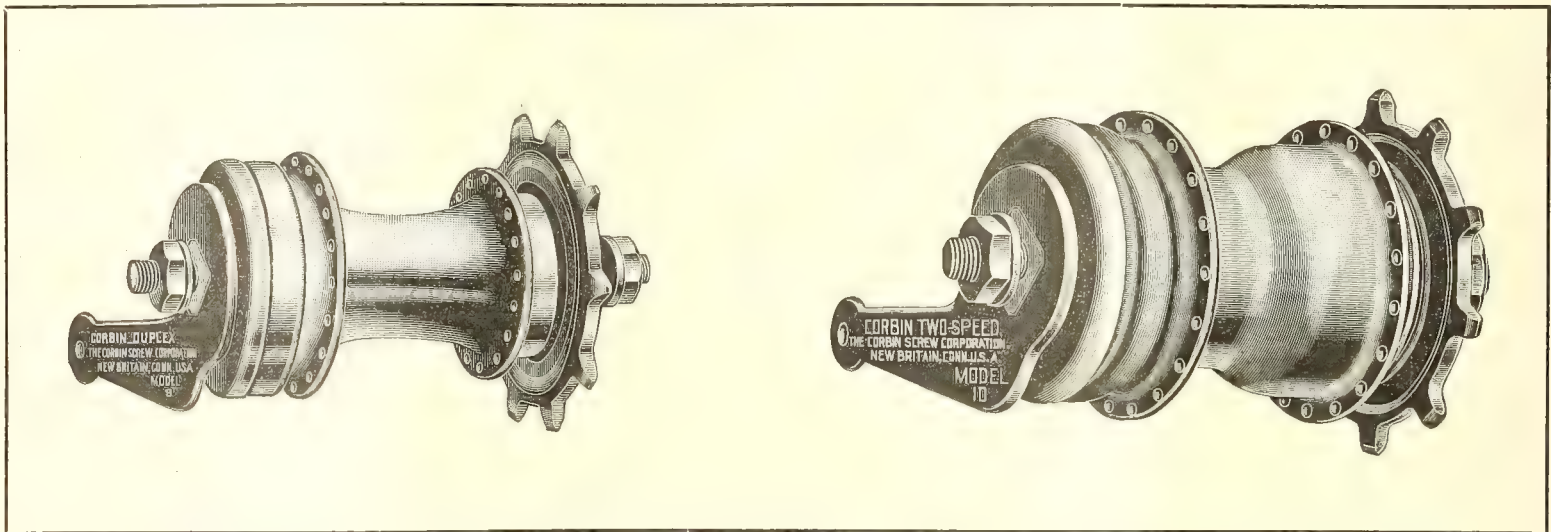
Tension on Mechanical Valve Springs.

While the strength of the spring does not play as important a part in governing the action of the valve of the mechanically actuated type, as it does with the automatic it is still of considerable importance. A spring which is too weak tends to cause the engine to lose power at high speed because it closes slowly, thus involving a slight loss of compression and of useful gas at the same time. Similarly a spring which is too strong for the purpose, besides tending to shatter the valve by pounding it too forcibly on its seat, puts an overload upon the cams and lifting gear, thus tending to wear them abnormally.

Successfully Sold AND Happily Bought,

satisfied customers are made when the dealer puts on

Corbin Coaster Brakes



No complaints or "come backs" follow the sale of Corbins. They are offered in models for chain or chainless bicycles and chain or belt-driven motorcycles, and with front hubs to match.

Corbins do not "drag." When they are called upon to brake, they brake right. In coasting or forward pedalling, however, there is not a hint of braking action. They neither "drag" on a machine nor in the selling.

CORBIN SCREW CORPORATION

LICENSED COASTER BRAKE MANUFACTURERS.

NEW BRITAIN, CONN., U. S. A.

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FOUNDED 1877

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San Francisco's Good Example.

It is to be hoped that the example of the San Francisco Motorcycle Club in renouncing road racing and in committing itself to the discouragement of that form of sport, will not be lost on other motorcycle organizations. It was a courageous move for the California club to make and it is to the credit of the young enthusiasts in the ranks that they heeded the wise counsel of their elders who urged the renouncement.

None will deny that road racing is an attractive and enthusing form of sport, but unless surrounded by ample and proper safeguards, the terrific pace of which the modern motorcycles are capable so fills it with hazards and danger and evil influences that the thoughtful man well may close his eyes and shudder. Six motorcycle road races have been held thus far this season and three of them have been attended by grievous accident. Apparently all of them were of the "wildcat" variety, which is to say that they were run without legal permission or without the slightest attempt to guard the roads employed, which increases the wonder that the proportion of accident was not greater than has proved the case.

The extent to which motorcycle accidents are multiplying can be measured only by those who have the run of the newspapers

of the country and being so positioned we may say that the extent is not short of alarming. The Bicycling World has printed reports of only the fatalities and more grievous mishaps and this toll of four deaths and four terrible and nearly fatal accidents within a period of less than two weeks is sufficiently suggestive in itself. The minor accidents that have occurred and the news of which has appeared in print are numbered by the score.

In a large majority of them recklessness and undue speed appear to have been contributing factors, and however true this may be of everyday casualties, it is well to point out for the benefit of those who may incline to engage in "wildcat" road racing without thought of its perils or its penalties, that if death results, the sternest of all punishments, the penalty for murder in the first degree, now confronts them. The precedent set by the conviction for manslaughter by a New York jury of a speeding chauffeur and the language of the court that sentenced him to imprisonment for from seven to twenty years, will not be lost in New York or any other State. The fate of a man who may be so unfortunate as to kill another in the course of a "wildcat" road race is not difficult to forecast.

It were well, therefore, for scorchers to have a care and for motorcycle clubs generally to emulate the San Francisco example.

The Market for Girls' Bicycles.

Much has been said at different times about the importance of cultivating the market for boys' bicycles in which the idea may or may not have been conveyed that the advice was meant to apply to children of both sexes—perhaps on the trite assumption that the boys embrace the girls. While this is true enough in any case, figuratively as well as literally, many a dealer will find it to his material advantage to put forth special efforts to secure the patronage of girls, particularly those of the early teens and under.

That girls as well as boys love the bicycle for itself as well as for what it brings them, and that their enthusiasm if communicated to their parents and older friends will work incalculable benefit to the business, is not a point requiring demonstration. Every man with a knowledge of children knows how willingly parents submit to the wishes of the girls, where the boys frequently are forced to begin to battle for the accomplishment of their desires

very early in life. Hence if the home is to be reached by the bicycle dealer through the instrumentality of the children and with the double object of cultivating the enthusiasm and enlisting the sympathy of the elders as well as the youngsters themselves, it is evident that in neglecting the feminine end of the juvenile business the dealer is losing an opportunity of no small importance.

But only a very slight knowledge of human nature is required to show that to gain the interest of the girls is a very different matter from awakening the fire of boyish enthusiasm. Where the mere promotion of a few races and the stirring up of a little local interest in the members of one or two "gangs" may be all that is required to set half the boys in town thinking, wishing, talking and riding bicycles, it is too much to expect such a contagion will spread to the little sisters of the "bunch." Hence a new method of attack, directed along totally different lines, must be worked out where the dealer strives after the girl market as well as the boy market. And just here would seem to be a good opportunity for direct and profitable appeal to the parents on the score of health.

The benefits and enjoyment of out-of-door existence and out-of-door activity are nowhere more urgently required than in the lives of youthful and adolescent girls. In the bicycle is at once the stimulus to out-of-door living and a medium of enjoying it which is the very "pink pill" for listless and bloodless little girls. Brought to the attention of their parents and physicians forcibly and logically, it cannot fail to bring results. Nor can its advantages be played upon too strongly in this connection.

The recent strike of street car operatives in Philadelphia served to bring out great numbers of bicycles—the inevitable resort of the public when other means of transportation fail—and furnished an oft-repeated illustration of their utility and ever-readiness. With all the capital invested in railways, intra mural, suburban and continental, with all the money sunk in private automobiles, and all the vaunted pride in horse flesh, the bicycle remains the "old reliable."

"Enclosed find renewal of my subscription for the Bicycling World. I should hate to miss a copy."—A. H. Rivenburgh, Clermont, N. Y.

CORRESPONDENCE

Referee Gates Defends His Action.

Editor of the Bicycling World:

I wish to protest against the opinion of your correspondent on my decision as referee in the bicycle races here at the bicycle track, May 23. He says that amateurs are supposed to not ride for money, but here as elsewhere, they do ride for money and money only. If amateurs cannot be punished for wrong doing, how can any rules be carried out?

Again he says that I made the handicaps and then fined Florentine for not doing the impossible. As a matter of fact, after being twice cautioned, a brother of the rider kept on coaching him and ran to the track edge and told Florentine to "Cut it!" At once the rider stopped, though in fine shape and with an easy race ahead. When spoken to he defied me and refused to ride any more that day, and went further and came to the press and judges' stand and began to abuse me. After being warned that he would be suspended if he did not ride in the open event, he still refused to ride and was suspended for not starting.

CHARLES FULLER GATES,
Los Angeles, Cal.

[As we understand it, Mr. Gates's good intentions were not questioned. It was his action in fining an amateur and suspending him for six months that caused the comment. Amateurs are never fined and a referee's power to suspend does not reach beyond the particular meet at which he officiates, although his recommendations usually bear great weight. If Mr. Gates knows that the Los Angeles amateurs are receiving cash, he has a real duty to perform.]

About Altering Official Emblems.

Editor of the Bicycling World:

I wish to make a brief reply to your editorial entitled "Tampering with Official Emblems," published in your May 29th issue. Let me cite a few facts:

First: When I came into office, there existed no official copy of the F. A. M. emblem. The only thing we had to go by was two or three worn out cuts, and the pins in existence. The cuts were so worn that decent electrotypes could not be made from them, and, of course, an electrotypes for use on letterheads, booklets, etc., must be obtained from the official pin.

Second: The cuts which were in existence of the F. A. M. emblem, poor as they were, were not in the first place properly designed. What was supposed to be a motorcycle cylinder looked more like a stove-pipe hat with cap upon it. Whoever saw a motor cylinder surmounted by a ball?

Third: In spite of the fact that a small electrotypes was in existence, although badly worn, there was nothing larger in size. In other words, we did not have an appropriate emblem for our Competition Rules,

or our Constitution and By-Laws. Let any member of the F. A. M. examine the very poor cut indeed on his Competition Rules, he will acknowledge the F. A. M. needed something different. If he examines his Constitution and By-Laws, he will not even see the emblem of the organization upon them.

An expensive artist was doing some work for my company, and I got him to submit no less than four designs for the new emblem before a satisfactory one was obtained. As a matter of fact, the alteration is comparatively slight, and when the new pins are made, it will not be able to distinguish them from the old ones at short distance. It is not at all necessary, therefore for the members who have the old pins to purchase new ones.

I realize, as you stated in your editorial, the sacredness of changing an official emblem. However criticisms have been brought up against the old emblem, and in view of the fact that we were going to have an official copy made, I thought it high time to make an improvement. I took the precaution to submit a clear cut to each one of the executive committee, and one and all of them not only gave their vote in favor of the change, but each one expressed the opinion that the new emblem was a decided improvement over the old one. This is even the case with Henry Wehman, secretary, in spite of the fact, he denied voting for this change. I have his letter, as well as the others on file, if anyone cares to examine them.

EARLE L. OVINGTON, President.

[If we remember aright, the official design, like the official die, is in possession of the official badge maker. However, what the Bicycling World said regarding the emblem had nothing to do with the design or cuts thereof. We merely pointed out that unless specifically authorized to do so by vote of the organization—whether the F. A. M., or any other—no official or no standing committee should take upon himself or itself in any way to improve or otherwise alter an official emblem, else any succeeding official or standing committee may elect to do likewise and then will have warrant for so doing. It was the danger created by the establishment of such a precedent that the Bicycling World remarked, and it must be apparent to all possessed of unbiased minds.]

Lubrication of Single Cylinder Engines.

Editor of the Bicycling World:

Will you kindly let me know through your columns how often a single cylinder engine of about 32 cubic inches should be oiled. I use Indian heavy oil. The oil pump I should say holds 5 or 6 cubic inches of oil. The motor is geared probably a trifle higher than the ordinary.

One fellow tells me that he can tell when the motor needs oil by the way it runs and by the sound. Is that possible? I have been oiling every 5 miles, but the oil

oozes through the check valve. The check valve is on the gear case.

B. W. K., New York.

[A pumpful of oil every 15 to 20 miles is quite sufficient for a single cylinder engine. You must have been confused by the instructions affecting twins and have been over-oiling, and if, as a result, you have not suffered fouled plugs, gummed piston rings, carbon deposits and general "sloppiness," you have been fortunate indeed. Your engine must need a thorough flushing out by this time. It certainly is possible to tell by its "feel" and sound when a motor requires oil, but if you have lubricated every five miles, you have never even heard the sound, which is dry and unmistakably metallic.]

Heath Says He Rides Only for Expenses.

Editor of the Bicycling World:

In your issue of June 5th you state Edward Heath prefers to style himself "Dare-Devil Heath," although I had nothing whatever to do with the so-called name.

Last winter I practiced riding a few times at the Rollaway Rink in Chicago. The manager of that rink, Jack Karl, gave me the name "Dare-Devil Heath." While practicing there, the manager of a Milwaukee rink saw me ride and asked me if I would go to Milwaukee and ride there for my expenses.

As for my riding for a purse, as you state, it is not so. If the manager advertised to that effect, I had no knowledge of it, nor did I give my consent. All I have ever received was expenses.

EDWARD F. HEATH, Chicago.

About the F. A. M. Endurance Contest.

Editor of the Bicycling World:

Will you tell us when the F. A. M. endurance run is to be held. I don't care where to or from, I will be there—but when is it to be? Don't you think it is "announcing time" for this event? Try and get the news of this particular feature of the coming summer in your next issue.

F. A. M. 1129.

[No date for the contest has yet been fixed, but the last week in July is in view. Although heretofore the event was promoted and conducted by the F. A. M. itself, the present administration last week stated that this year it would be "taken care of" by the Indianapolis club, to which the F. A. M. meet has been awarded.]

John A. Eubank Enters a Disclaimer.

Editor of the Bicycling World:

In the Bicycling World's account of the Plainfield road race on Memorial day, a rider by the name of J. Eubank with a four-minute handicap, was reported as having finished in 11th position. If such was the case, I evidently must have a "double," as the last time I was in Plainfield was some five or six years ago, when riding through that town while on a century run.

JOHN A. EUBANK, New York.

REAL ENDURANCE IN THIS RUN

Los Angeles Motorcyclists Brave Stiff Hills and Shifting Sands—Many Fall Out, but Six Make Perfect Scores.

Los Angeles, Cal., June 2.—Of 32 starters in the Los Angeles Motorcycle Club's fourth annual endurance contest, which occupied May 30 and 31, but nine survived, of whom six obtained perfect scores. The results as finally announced today are as follows:

	Points.
W. T. Carter, 3 h.p. Minneapolis.....	1,000



VIEW BELOW ESCONDIDO



CONTROL, AT TEMECULA



VIEW IN MURRAY CANYON

C. E. Anderson, 3½ h.p. Excelsior....	1,000
E. L. Parmalee, 3½ h.p. Excelsior....	1,000
F. Bruner, 6 h.p. Thor.....	1,000
H. Lightcap, 5 h.p. Peugeot.....	1,000
L. Janeway, 2¼ h.p. Torpedo.....	1,000
Harry Canfield, 5 h.p. Peugeot.....	986
R. Brinckerhoff, 3½ h.p. Excelsior...	982
W. A. Hand, 3 h.p. Harley-Davidson..	976

The route in itself was a trying one, there being two mountain ridges to cross, to say nothing of a number of stiff hills and many miles of deep shifting sand, but what made the conditions even worse was the intense heat that prevailed; the air fairly sizzled. So hot was it, indeed, that several competitors were so nearly parboiled that they "chucked" the contest and made short cuts for the ocean, in which they sought relief.

The first day's travel was from Los Angeles, via the shore route, to San Diego, 152 miles, for which the scheduled riding time was 8 hours 35 minutes, allowing 45 minutes for dinner, while on the second day, the route was inland, from San Diego to Los Angeles, 200 miles, the schedule calling for a pace of 11 miles per hour.

The controls were: First day, Anaheim, 30 miles; Capistrano, 32 miles; Oceanside, 33 miles; San Diego, 57 miles. Second day, Escondido, 35 miles; Temecula, 42 miles; Riverside, 48 miles; Glendora, 48 miles; Los Angeles, 27 miles.

This probably was the most difficult route ever laid out for a motorcycle contest. A few years ago it was necessary to take two or more days each way with an automobile, while for years the automobile record between Los Angeles and San Diego by the

shortest route along the coast was 9¾ hours; at present it is 4 hours and 12 minutes. The automobile record over the shortest inland route long stood at 11 hours; it was made with a 45 horsepower car and no stops; at present the record is about eight hours.

Of the three survivors whose clean scores were marred, Hand (Harley-Davidson), and Canfield (Peugeot), were the victims of hard luck. The former was riding a borrowed machine, but did good work and had a perfect record up to the last control, Glendora. Then in quick succession, he suffered a puncture, a blow-out and a stuck inlet valve, which cost him 24 minutes.

Canfield's watch stopped and as no one happened along to set him right he tarried 14 minutes too long outside the Oceanside control. Brinckerhoff (Excelsior) the third of the near-perfects, was eight minutes late at the Escondido control. He had been delayed by ignition trouble.

C. M. Frink (Wagner), and C. W. Ridsen (Indian), were among the number who were fried to a finish by the terrific heat and



PAUL, DERKUM AND FRANK LOGE

who took short cuts to the ocean. Lincoln Holland (M-M) and L. A. Hopkins (R-S) also sought to reach the surf, but they took the wrong road and brought up in the sizzling Del Mar sands. They were near to collapse when rescued by the emergency

automobile, occupied by Paul Derkum and Frank Loge, which followed the contestants. They were not the only riders who were given a lift in the automobile. Holland recently came from Massachusetts to Los Angeles and after his experience in climbing mountain passes, fording streams and plowing sand, there is no doubt that he longed for the good roads of his old New England home. For one cause or another, all other of the Indian, Wagner, M-M and R-S representatives were entirely eliminated.

Janeway (Torpedo) had been penalized 5 points at the Temecula control, as he got there ten minutes later than the min-

ute set for his arrival on the 11 hour schedule, but as it was found that the committee had set a limit of 1 hour and 50 minutes for this 42 miles run, supposing the distance was only 35 miles, which would necessitate breaking the speed limit all the way, the matter was settled by eliminating all penalties incurred at Temecula, which gave Janeway a perfect score.

When it is considered that on this stretch of 42 miles there are two ridges of mountains to cross with three mountain passes and a score of hills and lots of sand, the decision was fair to all.

There was a dispute about the arriving time of Anderson, the Excelsior rider, at Anaheim control on the down trip Sunday. The rules allowed 5 minutes variation for difference in time between watches of contestants, and the control keeper, who in most cases was an automobile garage man who had offered to check the riders. Anderson's watch varied two minutes and a half from the standard time and the control keeper, who was working in his shop, had a dollar nickel watch and charged Anderson a minute too much. Under the rules Anderson's 1,000 points were restored to him.

Knoxville Sees a Motorcycle Race.

One motorcycle race was included in the program at the mixed meeting held at the fair grounds track, Knoxville, Tuesday, 1st inst. It was won by C. A. Truan on an Armac, with Haworth Johnson, Thor, second. J. Ahlor, Thor, was third. The distance was two miles and the time 4 minutes.

LIVELY CONTESTS AT MIXED MEET

Derkum Creates a Motorcycle Record at San Bernardino—Hoffman Wins a Red Hot Sprinting Race.

San Bernardino, Cal., June 7.—Disappointed as to racing at either the bicycle or the motorcycle track in Los Angeles yesterday, no program occurring at either place, the riders secured the one mile dirt track located between San Bernardino and Redlands, and today pulled off a meet which was characterized by excellent competition, well rewarding those who came to see it, but owing to the effects of the Barney Oldfield fake which took place at the same track a few months ago, the attendance was light, J. P. Gunn, a former Salt Lake rider now a resident of Los Angeles, was manager, backed by Eddie Lingenfelder and some of the other riders. The officials were all local men except the referee, Charles Fuller Gates, who acted for the F. A. M. and the N. C. A., sanctions having been received by telegraph.

Paul Derkum created a professional motorcycle record for one to five miles, inclusive, standing start, in competition, and the cycle events brought exciting sprints and the closest kind of finishes. In the mile open for professional bicycle riders, "Dutch" Hoffman took first place away from "Long Bill" Furman in a seven man sprint that lasted a full quarter of a mile, with the men tight together. Agraz landed third; Duer and Achorn, fourth and fifth.

The seasoned amateurs from the Los Angeles saucer were put on the back marks in the two mile handicap, while the local riders had the marks from 200 to 250 yards. The latter rode hard but were easily caught, after which George E. Smith, a red headed young man with big muscles, who started from 200 yards, was the only one able to keep up. He did it so well that he won first, with Joe McNeil (scratch) second, and little Monnier (50) for third. The latter, who won his novice race on May 16, has since moved back from the limit to 50 yards.

Mitchel, on the 5 horsepower Indian that Derkum used for many victories last year, defeated Lingenfelder easily in a five miles motorcycle match race, as the latter was not able to get the front cylinder of his 6 horsepower N. S. U. firing regularly, the machine having suffered an accident the night before. The three mile professional bicycle race gave Hoffman another victory, from scratch. Agraz took second, with Achorn third, Tompkins fourth, and Barnett, the old Nebraska rider, fifth.

In a try for a motorcycle standing start mile record, Derkum did not get going at speed until after the first quarter, with the result that his time was not extraordinary, 1:03½ being the best he could do. Nine riders started in the five miles for ama-

teurs, and a strong wind on the backstretch made hard work of it. The men changed pace frequently, so that the distance was made in 14:11½, McNeil winning in a sprint that took all his strength for ten minutes after. Carroll was nipped at the tape and took second from Monnier, with Graham fourth.

Agraz gave up in the ten miles motor paced race he was riding against Duer, because his pace went wrong at the end of four miles. The last event of the afternoon was Derkum, riding his 7 horsepower R-S from a standing start, against Lingenfelder and Mitchel with a flying start, the distance being five miles. As they went over the tape at top speed he was shoved off after them, and caught them soon after two miles, winning easily at the end, with almost a lap over Mitchel, who led Lingenfelder by a big margin. His time for each of the miles, makes a new "pro" standing start record, though far behind Freddie Huyck's amateur record performance. The summary:

One mile open, professional—Won by "Dutch" Hoffman; second, William Furman; third, Emil Agraz; fourth, Ray Duer; fifth, Achorn. Time, 2:37½.

Two miles handicap, amateur—Won by George E. Smith (200); second, Joe McNeil (scratch); third, Eddie Monnier (50); fourth, Long (150). Time, 5:04½.

Five miles motorcycle race, between Mitchel (5 Indian), and Lingenfelder (6 N. S. U.)—Won by Mitchel. Time, 5:27½.

Three miles handicap, professional—Won by Hoffman (scratch); second, Emil Agraz (50); third, Achorn (25); fourth, Tompkins (500); fifth, Barnett (350). Time, 7:11½.

One mile motorcycle exhibition, standing start, by Paul Derkum (7 R-S). Time, 1:03½.

Five miles, amateur—Won by Joe McNeil; second, Carroll; third, Eddie Monnier; fourth, Graham. Time, 14:11½.

Ten miles motor paced match race, between Agraz and Duer—Won by Duer; second, Agraz.

Five miles handicap for motorcycles, professional—Won by Paul Derkum (7 R-S), from standing start; second, Mitchel (5 Indian), with flying start; third, Lingenfelder (6 N. S. U.), flying start. Time of winner, standing start, one mile, 1:02; two, 1:57; three, 2:53; four, 3:48½; five, 4:46½. (Professional record for one to five miles, inclusive, from standing start, in competition.)

F. A. M. Eastern District Meeting.

Vice-President Buffington, in charge of the F. A. M. Eastern District, has fixed Saturday, June 26th, the annual summer meeting of the District. It will occur in Huntington Chambers, 30 Huntington avenue, Boston, Mass. At the meeting the nominee for the vice-presidency of the District to be presented at the annual meeting of the F. A. M., will be chosen, and plans discussed for a competitive meet later in the season.

SEEKING TO ABOLISH AMATEURISM

F. A. M. Committee Makes First Move in that Direction—Long Delayed Meeting Surrounded by Great Secrecy.

The committee to revise or recommend changes in the F. A. M. competition rules which was authorized at the annual meeting last July, held its first meeting on Thursday last in Hotel Astor, New York. But six of the 15 members were present, but the president of the F. A. M. and two non-members who were admitted as representing absentees, also were in attendance. With a short intermission for lunch the committee was in session from 11 o'clock a. m. until 6 p. m., but after adjournment every one gravely announced that nothing definite had been transacted and that they all were sworn to such secrecy that even the absentees' representatives had been forbidden to communicate the result of the meeting of those whom they so unusually represented.

The committeemen present were: Messrs. Hendee, Remppis, Buffum, Mann, Douglas, and Thornley, and the non-members: Messrs. Ovington, Kellogg and Jenkins. R. G. Betts, former president of the F. A. M., who also is a member of the committee, arrived 10 minutes late, but due to the stupidity and ignorance of the hotel clerks, was informed that no meeting was in progress, that no room had been engaged for the purpose by any one, and that no word had been left at the desk by the chairman who was registered at the hotel. The veil thrown around the meeting was so heavy that Dr. Thornley, while admitting that he served as its secretary, and while courteously acknowledging his embarrassment, stated that he could not inform even Betts, who stands for amateurism, what had been discussed or done.

There will be another meeting shortly, when a sub-committee will present a draft of the revised rules on which it now is engaged. The amateur question was aired, of course, and while none of those present at Thursday's session will talk, the fact that all save two of them are engaged in the trade and that the sentiments of a majority of them are known, make it perfectly safe to state that the first move has been made toward throwing amateurism into the discard by adopting the English notion and drawing such remarkably non-sporting distinctions as are contained in the terms trade rider and private owner.

Trenton Boys Organize a Club.

The Boys' Bicycle Club of the Young Men's Christian Association of Trenton, N. J., has been organized with the following officers: Captain, William Dayton; rear guard, Clarence Wilcox; recorder, John Black. Orange and black have been chosen as the club's colors.

RUPPRECHT TAGS MACFARLAND

Australian Pursuit Develops a Big Surprise at Newark—Kramer Strings Out the Bunch in the One Mile Open.

If the defeat a week previous of Clarke by Krebs in the match race was a surprise, a greater one developed at the Newark Velodrome on Sunday, 6th inst., when Floyd Macfarland, the long-legged Californian, was tagged in an Australian pursuit race by Edward Rupprecht, of Newark, N. J. So far back that "the mind of man runneth not the contrary," Macfarland has been unbeatable in this particular form of contest, but after 3 miles and 2 laps of riding, Rupprecht was able to "put it on him." The meeting of Clarke and Kramer in the half-mile handicap and the one mile open which had been looked forward to as presenting a battle between the two fastest men on the boards, took place only so far as the one mile was concerned, Clarke having punctured in his heat in the handicap. The day showed that the European life or the lazy luxury of the home trip across the ocean still affects the form of both Clarke and Macfarland. It is disclosed also that Joe Fogler, as a sick man, can ride better than most of the well bunch.

Both Kramer and Clarke started in the final of the one mile open, Macfarland standing by the side of the track to coach his protege, the little Australian. To cut out the slow jockeying for position, Ben Hill was put in as a pacemaker, and he hurried the congregation around at a fast clip for three of the six laps, and then Jimmie Hunter took up the work and hit it up for two laps before turning the pack loose for the final round. At the getaway Kramer had shot down from the top of the line and glued himself to the pacemaker's rear wheel, with Fogler second, followed by Fenn, Rupprecht, Root, John Bedell, Clarke and Fred Hill. These positions were maintained into the start of the sixth and last lap, Kramer stringing them out behind him. It was not until the last turn that Clarke swung out to make his bid, but Kramer had motive power to burn and spun up the stretch so fast he even pulled the bunch to the line ahead of Clarke, although the gaps were widening quickly. Fogler simply hung on to Kramer and got second, while Root passed Rupprecht in the stretch, taking third and pulling John Bedell in for fourth.

As Rupprecht mounted his bicycle for the pursuit grind with Macfarland, he was regarded as but another victim whose scalp was to hang at the veteran Californian's belt. His finish seemed near at hand, when shortly after the start Macfarland set up a fast pace quite in excess of his usual plugging gait, as though he intended making short work of the job. But Rupprecht, while speeding up a little as the result of Macfarland's activity on the opposite side

of the track, kept cool and Macfarland soon subsided. From then on it was plain hard labor and gradually Rupprecht began to gain. When it was seen that he was making real progress in getting nearer Macfarland's rear wheel, there was great enthusiasm, and when he finally sighted it down the length of the stretch and set after it at increased speed the applause broke out in earnest, reaching its climax when Macfarland was actually caught. The time for the $3\frac{1}{3}$ miles was 7 minutes and 25 seconds.

From scratch Clarke rode like a streak in his heat in the half mile handicap, passing the leaders at the last turn into the stretch. He was just lighting out for home an easy winner, when his tire burst and he was obliged to slow up at the track side. Popular clamor from the spectators was for letting Clarke go in another heat so that he could qualify for the final, but no such attempt was made. Kramer qualified in his heat, getting second, and as it was the fastest, Joe Fogler, who was third, got in also. On the bell lap of the final, Kramer was on the pole, blocked in by Root, Fogler, John Bedell and Stein. At the last turn he tried to struggle out, but Fogler switched a bit and it took the champion a moment to get clear and find his stride before he could go after West, Tommie Smith and Billington in the stretch. They finished in the order given, and Kramer had to content himself with fourth.

Peter Drobach showed both strength and speed in the two miles invitation for professionals, by unwinding a winning sprint after having set the pace for two laps. Menus Bedell got second, followed by Mitten, Halstead and Anderson.

The novice race made the spectators gasp repeatedly, not because of any remarkable bursts of speed, but through concern over the safety of the riders, who wobbled and switched each other in such a way that disaster seemed inevitable. The expected happened in the fourth heat, when William Carroll, of the National Turnverein, went over the rail in trying to avoid a spill. He landed in the laps of the crowd in the bleachers, which probably lessened his injuries considerably although he was badly bruised. W. A. Wright, of Newark, won the event, from a large field of starters.

Percy Lawrence under-estimated the finishing sprint of Ernest Jokus and Jacob Magin in the two-third mile open for amateurs, and while he came in front at the turn into the stretch, the two strong National Turnverein riders sailed by him in the short run to the tape. When the five miles handicap was run, Lawrence was more fully awake and in the final sprint came away and won handily. Jokus rode from scratch with Lawrence for the first time, and showed that it was where he should be placed, as he finished second, with Carl Ericson, of the Empire City Wheelmen, third. The summary:

One mile novice—Won by W. A. Wright, Newark; second, Louis Geyer, Newark. Time, 2:30 $\frac{3}{4}$.

Half mile handicap, professional—Won by Fred G. West, San Francisco, Cal. (60); second, Tommy Smith, Newark (50); third, Teddy Billington, Vailsburg (60); fourth, Frank L. Kramer, East Orange, (scratch). Time, 0:55 $\frac{1}{2}$.

Match race, Australian pursuit, between Floyd Macfarland and Eddie Rupprecht—Won by Rupprecht. Distance 3 miles 2 laps. Time, 7:25.

Two miles invitation, professional—Won by Peter Drobach, Boston, Mass.; second, Menus Bedell, Newark; third, Worthington L. Mitten, Davenport, Iowa; fourth, Al. Halstead, Sacramento, Cal.; fifth Norman M. Anderson, Denmark. Time, 4:43.

Two-thirds mile open, amateur—Won by Jacob Magin, National Turners; second, Ernest Jokus, National Turners; third, Percy O. Lawrence, San Francisco; fourth, Frank Blatz, Jersey City. Time, 1:28 $\frac{3}{4}$.

Five miles handicap, amateur—Won by Percy O. Lawrence, San Francisco (scratch); second, Ernest Jokus, National Turners (scratch); third, Carl Ericson, Empire City Wheelmen (150); fourth, H. L. Lind, Empire City Wheelmen (165). Time, 11:04 $\frac{1}{2}$.

One mile open, professional—Won by Frank L. Kramer, East Orange; second, Joseph Fogler, Brooklyn; third, Eddie F. Root, Boston, Mass.; fourth, John Bedell, Newark. Time, 2:02 $\frac{3}{4}$.

Hellmuth Repeats Disappearing Act.

Robert Hellmuth, the young German, who claimed he rode from New York to Los Angeles on a bicycle and at the latter point obtained a motorcycle on a charity basis, and turned up with it at several points in the Southern States, finally performed the disappearing act at Jacksonville, Fla. When he arrived there he told his usual assortment of tall yarns and said he would leave town "the next morning." Instead, he remained eight days in Jacksonville and then suddenly disappeared, after selling his badly battered machine for \$50 and forgetting to pay his hotel bill. In due course he probably will turn up in Cuba or South America and repeat his picturesque story regarding his alleged globe-girdling journey for a German wager of \$5,000.

Unicycle Transcontinentalist Starts.

Court Edwards, the Eureka (Cal.) trick rider, left San Francisco June 3 for New York, riding a unicycle, via Stockton, Sacramento, Reno, Ogden, Omaha, and Chicago. He was accompanied by Ray Kent, who is content, however, to ride an ordinary two wheeled bicycle. Kent's home is in Ohio, and he is going there for a visit. The pair expect to average between 30 and 40 miles per day, and will some day in the trip ride 100 miles. Both riders are accomplished cornetists and will make music as they go as one of several means of paying the expenses of their long and unique journey. Edwards's "wheel," with his camera, weighs 30 pounds. It is 30 inches in diameter.

TORMEY MAKES GREAT CLEAN-UP

Chicago Man Captures Every Event in the Newport Hill Climb—Results Decided by Mathematical Formula.

J. S. Tormey, of Chicago, Ill., riding a Thor motorcycle, made a clean sweep in the Danville (Ill.) Motorcycle Club's hill climbing contest held on the Newport (Ind.) hill—25 miles from Danville—Wednesday, 9th inst. Although disagreeable weather prevailed on Wednesday the climb was about the most successful ever held in the West. It attracted 2,000 spectators, and the events were run off without a hitch.

At 1 p. m., a heavy shower came up and delayed the start for a couple of hours, but the sun finally came out, however, dried out the surface of the hill and the first event called by J. Fred Probst, the veteran, who served as referee. The Newport hill measured 2,300 feet, but as a sufficient getaway could not be had by using the entire length the actual course was cut to a little over 1,700 feet, with a raise of 140 feet; one portion of the course had a raise of 19 feet in 100.

J. S. Tormey, of Chicago, and F. B. Marshall, of Terre Haute, were the only starters in the event for engines of 20.10 cubic inches displacement or less. Tormey covered the hill in 45 seconds. Marshall's time was 46 $\frac{2}{3}$ seconds. By the Callender formula, which was used to determine the results in all the events, Tormey won with a percentage of 2.647, while Marshall's was 2.816.

The best filled event was that for machines of 30.50 cubic inches or under. H. E. Richardson, riding an Excelsior, made by far the best time, covering the distance in 26 $\frac{3}{8}$ seconds, but he lost out in the formula reckoning, as Tormey's little 19.30 Thor, whose time was 42 $\frac{4}{5}$ seconds, figured out by the formula a percentage of 2.494, as against 2.555 for Richardson. Richardson protested Tormey for pedaling, however, and as the formula was worked out

on engine efficiency, it may be allowed. There were only three starters in the event for machines of 61 cubic inches displacement or less and Tormey again got away with the honors, his small engine netting him practically a walkover. His time was 24 $\frac{1}{2}$ seconds, and the percentage 2.901. Walter Berner, on a big R-S twin, climbed the hill in 23 seconds, but on account of his big engine his percentage figured out "as big as a house."

In the last event of the afternoon, which also was for big machines, the small difference in time made by the three machines was noteworthy. Tormey's time was 24 $\frac{3}{4}$ seconds, while Berner and H. L. Miller, the latter riding an N. S. U., tied with 24 $\frac{3}{8}$ seconds. By the formula Tormey won with a percentage of 2.904.

The fastest time made on the hill was 19 $\frac{5}{8}$ seconds, by Fred G. Murray, of Clinton, Ind., riding a 7 horsepower Indian racer. Although Murray made the ascent in the time stated, he shut off power before reaching the top. Upon reaching the bottom of the hill again Murray claimed that someone had given him the signal to stop or he would have made it in 16 or 17 seconds. He protested and the referee agreed to give him another trial with the other contestants in the same event. His first performance therefore was declared void and in the second trial he broke a drive chain. Upon starting again he could not get his engine to work out. The summaries are shown by the table.

Philadelphia Inaugurates Souvenir Runs.

The Philadelphia Motorcycle Trade Association conducted its first open run on Sunday last. Atlantic City was the destination, and 55 riders started, 49 of whom returned to Philadelphia within the generous time limit, which had been fixed. The participants were checked at two points en route, and silver medals will be awarded to all who survived. Other runs of the sort will be held during the summer and silver bars be awarded from which the medal may be suspended. No entry fees are imposed and the association pays all the bills.

READY FOR THE MARATHON RACE

Nearly 200 Entries Enlisted for Roy Wheelmen's Great Road Contest—Round of Festivities Also Arranged.

With clear weather tomorrow (Sunday) the Roy Wheelmen's First Bicycle Marathon, so-called, likely will prove the greatest road race held in America in at least ten years. The race will start and finish at Valley Stream, L. I., the course being from that place to Massapequa and return.

Not only has a record-breaking entry list been secured, but as Howard M. Smith, general passenger agent of the Long Island Railroad, has arranged to run a special train from Brooklyn to Valley Stream, it is likely that Valley Stream's population tomorrow will be greater than ever before.

When the entries closed on Monday night 154 riders had sent in their names. Since that time about a score of late entries have been received and as there will be a number of added starters at Valley Stream the list may reach 200.

A noteworthy feature is the number of new riders that have been attracted. The Roy Wheelmen's scheme of offering special prizes to out-of-town riders, schoolboys, messenger boys and so forth, has been productive of good results. The chairman of the Roy Wheelmen's racing committee is authority for the statement that at least 20 per cent. of the riders entered are absolutely new recruits who have never raced before.

With a field of such magnitude and unknown quality the handicapping of these riders in such a way to bring out the best results has been a difficult task for S. H. Barnett, the official handicapper. Barnett has done his work conscientiously, however, and a great battle is assured. In order that they may work together the scratch men have been selected carefully. Jerome Steinert, of Hicksville, N. Y.; Percy Lawrence, of San Francisco; W. R. Stroud, of Philadelphia; Charles Nerent and J. B. Hawkins, New York, will comprise the honor division. The nearest bunch to them will be the one minute division.

James J. Corbett, the pugilist-actor, who once entertained large notions of becoming a bicycle racing man until he was defeated twice by the lamented Jimmy Michael, will start the race. On Monday night, the day following the race, the winner and the rider making the fastest time will be introduced from the stage of the American Music Hall, and presented with their prizes by Corbett. All the visiting riders and the committee will be guests of Edward Everett Pidgeon, of the American Music Hall staff, and after the theatre will be the guests of Louis C. Mouquin, at his restaurant. On Tuesday night a trip to Luna Park will be in order and probably another theatre party on Wednesday night.

Not Exceeding 20.10 Cubic Inches Displacement.					
Rider and Address.	Machine.	Weight.	Cu. In.	Time.	Per Cent.
J. S. Tormey, Chicago.....	Thor	328	19.30	45	2.647
F. B. Marshall, Terre Haute.....	Thor	318	19.30	46 $\frac{2}{3}$	2.816
Not Exceeding 30.50 Cubic Inches Displacement.					
J. S. Tormey, Chicago.....	Thor	328	19.30	42 $\frac{4}{5}$	2.494
Paul Moore, Danville.....	Excelsior	344	29.17	32 $\frac{3}{8}$	2.539
H. E. Richardson, Chicago.....	Excelsior	314	30.17	26 $\frac{3}{8}$	2.555
C. Stahl, Jr., Terre Haute.....	Excelsior	350	30.17	33 $\frac{3}{8}$	2.860
S. J. Chubbuck, Toledo.....	Yale	350	29	37	3.065
W. G. Evans, Terre Haute	R-S	314	22.026	44	3.086
A. G. Lyon, Chicago.....	Excelsior	344	30.17	38	3.332
Not Exceeding 61 Cubic Inches Displacement.					
J. S. Tormey, Chicago.....	Thor	320	38.60	24 $\frac{1}{2}$	2.901
W. Berner, Indianapolis.....	R-S	336	60.32	23	4.129
Carl H. Conley, Newport.....	Curtiss	314	53.9	28 $\frac{3}{8}$	4.909
Not Exceeding 61 Cubic Inches Displacement.					
J. S. Tormey, Chicago.....	Thor	320	38.60	24 $\frac{3}{4}$	2.904
H. L. Miller, Danville.....	N. S. U.	344	48.50	24 $\frac{3}{8}$	3.440
W. Berner, Indianapolis.....	R-S	336	60.32	24 $\frac{3}{8}$	4.380

DEROSIER IN HAIR RAISING CRASH

Bursting Tire Spoils Well Begun Attack on a World's Record—Collins Takes Vanoni's Measure at Clifton.

Although he has been in many thrilling races and has had narrow escapes from death times without number, Jacob Derosier the many miles world's record holder, had an experience at the Clifton (N. J.) Stadium on Sunday last, 6th inst., that doubtless he does not care to repeat again soon. The fact that Derosier was billed to ride five miles against the record drew a large crowd to the Clifton Stadium—the biggest crowd this year—the gate receipts showing that 3,300 people had passed through the gates.

Derosier was making remarkable time in his record trial, and in fact, had just turned the first mile in 55 $\frac{3}{4}$ seconds, faster than has ever been made upon the six laps Clifton saucer. As his front wheel appeared wobbly Derosier slowed down in the second mile. He was opening up again when his rear tire burst. The accident occurred coming into the stretch, at precisely the same spot where "Sunny" Briggs was killed last summer. Derosier has rare presence of mind, and he certainly exhibited it last Sunday.

The instant the tire popped Derosier threw himself backwards off the machine, which rolled up the track upon its side and stopped, but not before tearing large chunks from the surface. After separating himself from the machine Derosier slid for some distance and then picked himself up unhurt except for a few bruises. He had a narrow escape, for a splinter about the size of a foot rule pierced his trousers and ran upward between them and his shirt. His trousers were in rags.

In addition to the thrills given the crowd by Derosier the racing on the whole was the best seen at Clifton this season.

The chief event was a motor paced match between Vanoni and Collins. For the first time this season the crack Italian had his measure taken. In the first heat Collins had Turville pacing for him, while Vanoni rode behind Schultz. The Italian was riding a new bicycle and did not seem to be accustomed to it for Collins won as he pleased, covering the ten miles in 14:59 $\frac{4}{5}$. In the second heat Vanoni protested against riding behind Schultz and Ruden was given as pace. Vanoni put up a better race, but Collins scored another victory.

Both the five miles scratch and the one-third mile handicap for amateurs were interesting races. Beyerman, the scratch man, could not get up in the first heat, but Carman, another honor marker, qualified in the second heat. The final heat went to Hoffman, of the Bay View Wheelmen, from 40 yards.

The five miles lap race, with purses to the leader of each lap, was fast all the way,

Beyerman, Kessler, Stanley Carman and Clarence Carman being industrious lap getters. Beyerman and Clarence Carman apparently were teaming, as Beyerman was allowed to jump, while Carman held back the bunch. Referee Valentine ordered the others to take turns in pacing and the gap was closed. At the bell, Carman went out, with Beyerman on his wheel. The latter jumped Carman on the back stretch and won out easily, with Rein third and Journay fourth. The summaries:

One half mile novice—Won by Stanley Carman; second, Max Mosig; third, George Lazzi. Time, 1:05.

Ten miles motor paced match, professional, between Charles Vanoni, Italy, and E. L. Collins, Lynn, Mass.—First heat won by Collins. Time, 14:59 $\frac{4}{5}$. Second heat and match won by Collins. Time, 14:56 $\frac{3}{4}$.

One-third mile handicap, amateur—Won by A. Hoffman, Bay View W. (40); second, Martin Kessler, New York (10); third, Max Mosig, Paterson (60); fourth, Izie Zucker, Rutherford (60). Time, 0:40 $\frac{3}{4}$.

Five miles scratch, amateur—Won by Adam Beyerman, Mohawk S. C.; second, Clarence Carman, Jamaica; third, Samuel Rein, Roy W.; fourth Michael Journay, Nutley. Time, 11:28 $\frac{3}{4}$.

Five miles motorcycle exhibition—By Jacob Derosier, Indian. Stopped by mishap in second mile. Time first mile, 0:55 $\frac{3}{4}$.

Three miles motorcycle, professional—Won by Charles Turville; second, Bob Schultz. Time, 3:16 $\frac{3}{4}$.

Bates Wins Three Out of Six Races.

Six motorcycle races at Courtland Beach, near Omaha, Neb., on Sunday last, 6th inst., proved interesting sport for a large crowd of spectators. There were about 60 starters in the events. The summaries:

Five miles for machines under 2 $\frac{1}{2}$ horse-second, Will Greggs; third, Percy McDowell. No time taken.

Five miles for belt-driven machines—Won by Ralph Bates, Excelsior; second, Bell, Harley-Davidson; third, Malmquist, Merkel. Time, 9:31.

Five miles for chain-driven machines—Won by Dewey, Indian; second, Clyde Mickle, Thor; third, C. Rosenberry, Indian. Time, 7:35.

Five miles, open to all machines—Won by Bell, Harley-Davidson; second, Malmquist, Merkel; third, Fletcher, Merkel. Time, 7:16 $\frac{3}{4}$.

Five miles for twin cylinder machines—Won by Bates, Thor, time, 7:12 $\frac{3}{4}$; Bell, Indian, burst a tire and withdrew.

Ten miles free-for-all—Won by Bates, Thor; second, Mickle, Thor; third, Berhcell, Excelsior. Time, 14:26 $\frac{3}{4}$.

Peacock Wheelmen Elect Officers.

The Peacock Wheelmen of Baltimore have elected the following officers: Captain, C. Mayer; color bearer, H. Shoen; president, F. Mylo; secretary, H. Friess; treasurer, O. Bartels.

UNKNOWN WINS A MARATHON

Denver Turns Out En Masse to See a Big Contest on a Strenuous Course—First Road Event of Its Kind.

On Saturday morning last, 5th inst., probably not more than 12 persons of Denver's 200,000 population had heard of Rex Barber, a modest young man who lives in Grand Junction, Col. That night, however, perhaps 100,000 persons knew that Barber had that day won the first bicycle road Marathon race ever held. Barber, practically an unknown rider, won the big race that was promoted by the Denver News-Times on that day, covering the distance of 26 miles 385 yards in 1 hour 17 minutes 20 seconds. Of the 58 starters an even 50 were residents, and some of them with local reputations as fast riders; but it remained for the unknown visitor to carry off the palm of victory.

The Denver Marathon race, which, as stated, was promoted by one of the leading newspapers of that city, was the biggest road race that has been held in Colorado in years and the interest that it aroused not only in the city of Denver, but outside of it, showed that not only was it well heralded, but that the Colorado public still is interested in bicycles and bicycle racing despite the barking of pessimistic sit-by-the-fires who argue otherwise.

Not only was a crowd of 5,000 persons attracted to the start of the race, but thousands lined the course through the city. A squad of patrolmen was stationed at every corner to hold up traffic and allow the bicycle riders right of way. At South Denver and Littleton and several of the smaller mountain towns which bordered on the course the enthusiasm was just as great.

Although 83 riders had entered for the race, which by the way was a scratch affair, and to which no entry fee was exacted, only 58 riders appeared for the start at the City Hall. A great crowd collected there, but by the excellent work done by the police under Chief Armstrong, the riders were sent away at 10 o'clock, the starting time.

Barber got away from the big field after about ten miles had been ridden and he plugged along as industriously as Pheidippides is supposed to have trotted from Marathon to Athens after the victory of the Greeks over the Persians in 490 B. C. The route chosen was not the kind that parlor floor tenderfeet like to ride upon. It was over rough roads, hilly roads, the kind of a course that brings out the enduring qualities of the rider, or else makes him lie down by the roadside and want to die.

There were a lot of the riders that felt like dying before half the course was covered, but Barber was not among the number. He continued grinding up the hills

and scooting down, and—he won. More than 20 riders finished, but the names and times of the first four only are given. Roswell H. Lee was second, in 1:29:59; Martin C. Blegebron was third in 1:23:04½, and L. R. Miller finished fourth in 1:23:27. These three were Denver riders.

A fitting climax to the race occurred on Sunday afternoon, when the presentation of prizes took place upon the stage of the Curtiss Theatre. Headed by Barber, the four prize winners trooped upon the stage between the acts of "Trilby." Miss Cecil Fay, the leading woman of the company, distributed the prizes and made presentation speeches with each.

When she handed Barber a solid gold medal, a racing bicycle and a silver loving cup, and told him what a brave boy he was and the rest of the footlights line of talk, Barber blushed to the roots of his hair. The fifty or more riders who were scattered among the audience, and who had lost, cheered Barber. That made him feel more fidgety, but he stuck it out to the finish, as he had the arduous race the day before. Barber's popularity was doubly enhanced when it was learned that his schoolmates had "chipped in" and raised the funds necessary to send him to Denver to compete in the race.

Roswell Lee, who finished second, was awarded a silver medal and a diamond ring valued at \$50. Blegebron, the third man across the tape, got a \$25 suit of clothes, while Miller, who was a close fourth, received a kodak.

Frommeyer Wins Empire City Race.

Charles Frommeyer of Gettysburg, Pa., won the monthly 10 miles handicap road race of the Empire City Wheelmen at Brooklyn on Sunday last, 6th inst., covering the distance from the 3 minutes mark in 27 minutes 3 seconds. Patsy Demans was second and Lawrence Hoppe third.

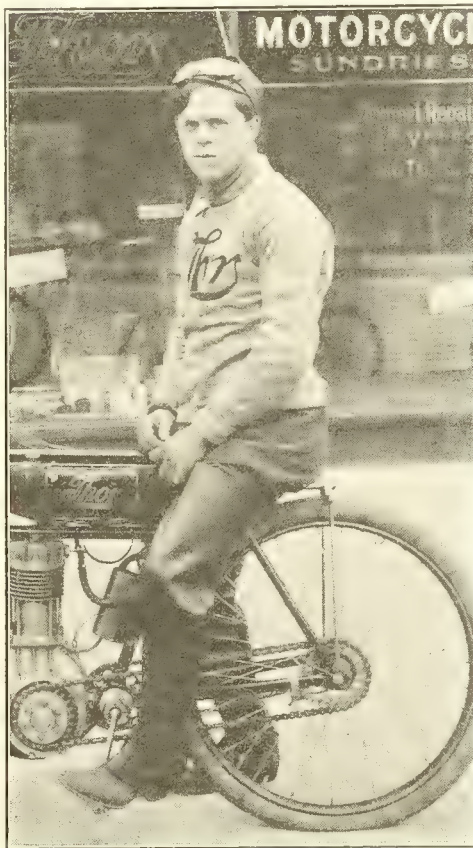
The race was the most successful yet held by the enterprising Brooklyn organization, 24 riders starting. Peter Sorenson, who of late has been showing his rear wheel to many crack riders, rode his first race from scratch, and his riding showed that he was in the right company. Sorenson, who hails from Denmark, was an amateur champion of that country in 1898, according to Press Agent Franklin Fisher, and to win the championship he had to defeat Ellegaard, the present world's professional champion. When not riding a bicycle Sorenson devotes himself to his home and his business, dividing his attention between his three children and his five and ten cent store in Brooklyn.

Brown, Fisher and Sorenson were the scratch men and the fast pace set by the latter pair proved too much for Brown at 3½ miles. Sorenson and Fisher worked hard, but the handicap proved too great and the best they could get was 10th and 11th places. Fisher beat Sorenson by inches, after being paced by the latter for two miles. Fisher's time was 26:01.

SCORCHING OVER THE MOUNTAINS

Balke Makes Wonderful Time in Strenuous Ride on a Tortuous Course—Shepard Meets with Serious Accident.

San Diego, Cal., June 2.—Averaging better than 40 miles per hour over 142 miles of dangerous mountain passes and roads, Charles Balke today won a motorcycle road race which came about as the result of an argument and \$500 wager between Fassig, the local Thor agent, and Shepard, the Indian agent. Shepard, in going to the assistance of his entrant when word



CHARLES BALKE

was received that the latter had broken down, was thrown from his machine and was supposed to be fatally injured, but the physicians later held out the probability that he will recover. The accident occurred as the result of the sudden turning of his handle bar, and he was thrown 30 feet against a house.

Balke, who rode a Thor, negotiated the tortuous grades, turns and descents in three and a half hours, a wonderful performance when it is considered that the first automobile to cover the course took four days and the recent motorcycle endurance run allowed about two days for it. His rival, a boy in Shepard's employ, broke down 10 miles out, and it was as a result of his telephoning for aid that Shepard was injured, in setting out at breakneck speed to reach him.

The course was over four miles of city streets, then down the "ticklish" Hospital grade, across the vale with the wide ford of the San Diego river in the center, then up Murray canyon to the mesa which here has

an altitude of 916 feet, and then over the mesa to Miramar and over the mountains by the long Las Pensasquitas pass. From this point the route is along another table land and over the mountains to Escondido, then down the valley to San Marcus, Richlands and Vista, and again over the mountains to the San Louis Rey river valley and down the river to the sea at Ocean-side. It extends along the coast through South Oceanside, Carlsbad, Escinitas and La Costa to the sand of the country about Del Mar, where there is five miles of sand and uphill. South of Del Mar the road descends into the Sorrento valley and then climbs the abrupt pass to the mesa at Torrey Pines. Here follows for a few miles a regular race course into La Jolla, and then around False Bay to Mission valley and through Old Town ruins and back into San Diego.

Lingenfelder Defeats Mitchel with Ease.

Los Angeles, Cal., May 31—Motorcycle racing was introduced today on Fiesta Park track before a small crowd. The day was very hot, one of the three hot days that came in at this time. The management advertised that Graves would go after the "world's record for five lap tracks," and gave the present record as 53¼ seconds and the professional record as 1:08 for the mile. Lingenfelder and Mitchell were also down on the program to break records, but Referee Gates substituted a real race between Lingenfelder and Mitchel in place of the stunts advertised and this race of three miles pleased the spectators more than any other event on the program. Lingenfelder rode Herman Kohl's 4 horsepower Elk, and played with Mitchel as he chose. Mitchel had Graves's little Indian, a 1¼ horsepower machine that has been used on local tracks for years and is very fast. As the last lap began Mitchel led by 40 yards, but Lingenfelder electrified the crowd by "opening up" and sprinting the whole lap as though he was riding a bicycle and won right at the tape. During the race he had passed and repassed Mitchel a dozen times, always with that pleasant smile.

Graves did not appear, preferring to go to the six hour automobile race that was running in another part of the city at Ascot Park. A. Ward was put on the 1¼ horsepower Indian and Herman Kohl rode his own machine, and strange to say, the result of the professional race was reversed, using the same machines. Ward ran away from Kohl, whose engine was misfiring all the time, so that Ward lapped him three times, winning in the good time of 3:56, 5 seconds better than the pros made.

Next Saturday night racing will begin and motorcycle racing will occupy most of the program at Fiesta Park hereafter.

Such is the brilliance of the full moon in South Australia that upon the four nights preceding it cyclists are released from carrying lights. Motorists, however, are not exempt.

WALKER RIDES REMARKABLY FAST

Australian Rider Captures Two Races at Salt Lake—Downing Defeats Hopper—Wright Wins Amateur Events.

Salt Lake City, June 5.—That teaming is to be allowed upon the Salt Palace saucer track this season now is apparent as the professional team of Bardgett and Walker walked away with both races last night at the second meet. Bardgett did the donkey work and Walker defeated Lawson in the handicap and trounced Pye, a fellow-countryman, in the three miles lap. Pye is not in the best of shape yet, however, and may turn the trick before many weeks have passed. The meet was well attended and Norman C. Hopper received a great testimonial of applause when he lined up for his match race against Hardy Downing. Hopper was defeated in two straight heats, but he immediately challenged Downing to a return match, and the latter accepted. Philip Wright again ran away with both amateur events.

Because both men are so popular and also for the reason that it marked Hopper's first appearance in competition since last summer when he was so grievously injured, the mile match race between Hopper and Downing probably can be classed as the feature event of the evening, although practically all the events belong in the feature class. Hopper made a brave try but he was not in condition and Downing won in two straight heats rather easily. Both the victor and the loser were given a great hand by the "fans," however.

In the first heat of the one mile professional handicap, Walker, Bardgett, Lawson, Palmer and Mackay qualified in the order named, four men getting in the second heat, which was slower. Senhouse won the heat from 60 yards.

The final heat really was wonderful. About two years ago when Jack Clarke rode a mile at Ogden in 1:48 $\frac{3}{4}$, breaking the world's record, several of the large bunch of Salt Lake dyspeptics intimated that the timers must have used the town clock instead of split second stop watches. Last night Gordon Walker rode the distance in 1:49 $\frac{3}{4}$, which is exactly one second slower than the world's record. Walker is flying, of that there is no doubt. The final heat was a case of go from the first crack of the gun to the tape and there was not a bit of the I-beg-of-you-dear-Alphonse-to-take-the-lead" dilly-dallying that spoils so many handicap and open races. Munroe and Burris batted out a sprint from the start and when they went to pieces Bardgett let go and carried Walker so fast that Samuelson, who tried to come around, was beaten off. Walker went out in the last lap, and won easily. The time, as stated, was 1:49 $\frac{3}{4}$, a wonderful performance for so early in the season.

In the three miles scratch with lap money Lawson was excused and Walker did not have much trouble in winning. Nesbitt, the new Australian, took the first seven laps, and his riding shows that he will be figuring in the money later on. Frank Schnell took \$9 in small change, Hehir got \$2 and Munroe \$1. By that time Bardgett had begun to unwind and he went to the head of the sprint class, with Walker in tow. The finish was a replica of the final heat of the handicap. Walker was challenged by Pye but was able to stand him off and win out by a length.

The unknown distance amateur race saw a big field start and the uncertainty of the

(scratch); third, Steve Senhouse, Australia (60); fourth, W. Palmer, Australia (40). Time, 1:49 $\frac{3}{4}$.

Unknown distance, amateur—Won by Phil Wright; second, Fred R. McCarthy; third, L. Thomas. Distance, 1 mile 6 laps. Time, 3:27 $\frac{3}{4}$.

Unlimited pursuit, amateur—Won by Phil Wright; second, H. Mayer; third, Diefenbacher; fourth, Tripp. Distance, 2 miles 5 laps 165 yards. Time, 5:47 $\frac{3}{4}$.

Three miles scratch, professional—Won by J. Gordon Walker, Australia; second, Ernest A. Pye, Australia; third, Norman C. Hopper, Minneapolis; fourth, Hardy K. Downing, San Jose, Cal. Time, 6:01 $\frac{3}{4}$.

Spokane Globe Girdler at Chicago.

T. E. Linden, who dropped his name and changed it to T. E. Riley when he left Spokane, Wash., three weeks ago, for a motorcycle trip around the world, is now well on his way. "Riley" as he prefers to be known, is riding an Excelsior motorcycle, and reached Chicago last Sunday, and while there detailed some of his plans. He will continue from the Windy City to New York, sailing from this city to Queenstown, after which he will tour Ireland, England, Scotland and France, returning to London. Cape Town, South Africa, will be the next starting point, and after scouting through that part of the world, Australia will be visited, then Japan, China and other parts of the world. "Riley" told of having lots of adventures en route from Spokane to Chicago. He was snowed under once, nearly drowned in the mountain streams, and had lots of other things happen to him.

Rochester Rider Wins a Good Race.

A two miles motorcycle race for machines of 3 $\frac{1}{2}$ horsepower or under, was one of the features of the athletic meet held at Cayuga Lake Park, Seneca Falls, N. Y., Decoration Day. The first heat went to E. J. Stanley, of Rochester in 3:15, F. H. Simons, of Syracuse, finishing a close second. In the second heat J. Gillespie, of Syracuse, won by two seconds from E. L. Martin, of Rochester, the time being 3:18. The final heat went to Stanley in 3:08.

Schlee and Owens Under Suspension.

Walter Schlee and Lewis Owens, the so-called amateurs who made a demand for money and led the strike which caused the collapse of the Atlantic City six days amateur race, have been suspended pending investigation by Chairman Kelsey, of the N. C. A. The evidence against them appears so convincing that a wholesome term of punishment is in prospect.

Rain Postpones Newark Night Meet.

Rain caused a postponement of one week of the inaugural night meeting at the Newark Velodrome, which was to have been held on Wednesday night last, 9th inst. The same card will be held next Wednesday night, with an Indian motorcycle handicap for professionals the feature.



time when the pistol would denote the last lap kept the field sprinting the entire time. After going for a mile and a half Jack Hume must have had a hunch for he suddenly jumped out in front just as the gun popped. Hume did not last, however, and Wright, coming up strong from the rear went around the former crack like a flash. Fred McCarthy, the Canadian champion, gave a glimpse of the speed he possesses by riding high on the bank into second place with a regular "Eddie" Bald finish. Three feet more would have won him the race.

Wright and Mayer were the two amateurs to make the final fight in the unlimited pursuit. Mayer made a great ride and tagged several men, but Wright proved stronger and overhauled Mayer after riding 2 miles 5 laps 165 yards. The summaries:

Professional match between Hardy K. Downing, San Jose, Cal., and Norman C. Hopper, Minneapolis, Minn.—First heat won by Downing. Time, 3:42. Second heat and match won by Downing. Time, 3:34.

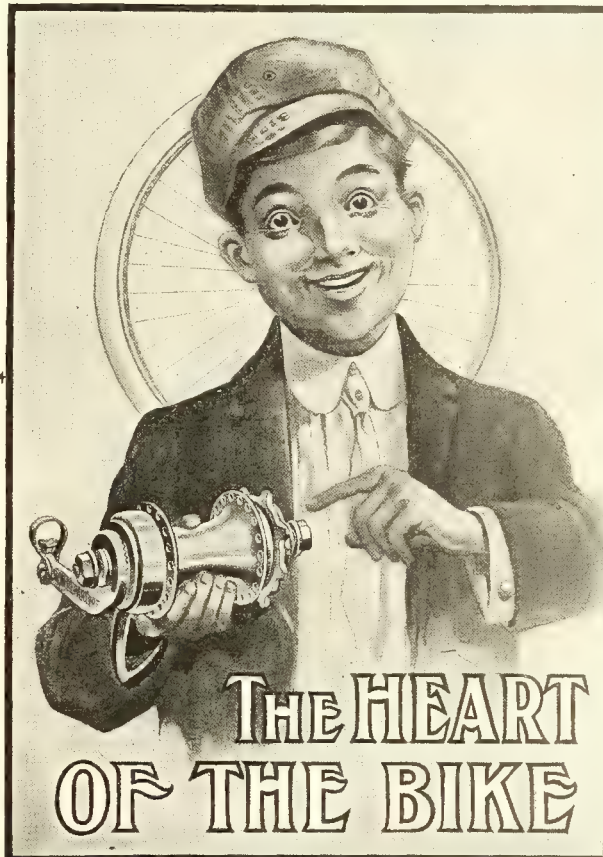
One mile handicap, professional—Won by J. Gordon Walker, Australia (scratch); second, Iver Lawson, Salt Lake City,

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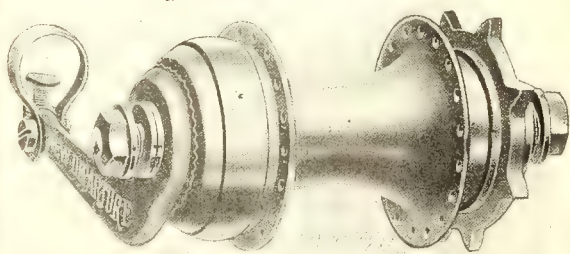
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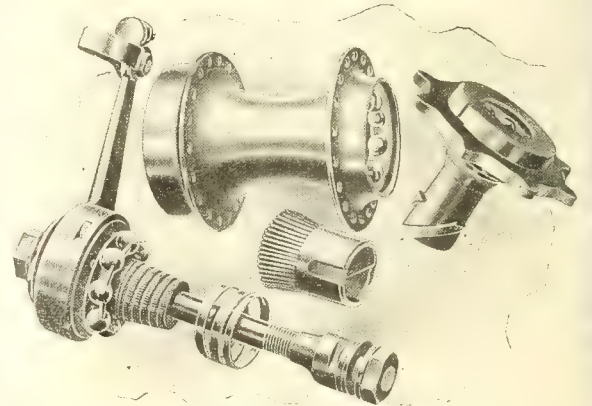
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RACING ON A CORRUGATED ROAD

Spectacular Falls and Plucky Riding in Illinois Wheelmen's First Contest—Freeman First to Finish.

Over roads that were just about as hard and as rough as a dishabille brick pile, Howard Freeman, of the St. Louis Cycling Club, riding with a handicap of 2½ minutes, won the first annual open 12 miles handicap road race promoted by the Illinois Wheelmen at Springfield, Ill., on Saturday last, 5th inst. Howard Bigelow, of Chicago, who started from scratch, won first time prize in the slow time of 44 minutes 20 seconds. Bigelow's time is excusable in view of the miserable condition of the roads. Carl V. Becker was the first Springfield rider to cross the tape and he was closely followed by Mark McCrea.

The race on Saturday last was the Illinois Wheelmen's initial attempt at promoting an open road race, but it was a success in spite of the difficulties that beset them. There had been rain every day for three weeks preceding the race. The flood stopped on Thursday of last week, but the roads which naturally were badly cut up, dried and baked until about as hard as brick and just about as satisfactory to ride over as a brick pile.

These poor road conditions were responsible for the poor time and also for the accidents that put some of the best riders out of the running. H. E. Blue, of the St. Louis Cycling Club, broke his forks after riding four miles. F. M. Hazard, of the same club, broke his frame when near the six miles turn, and George Anderson, also of the St. Louis Cycling Club, punctured just before starting and was unable to procure another mount in time to get away with the others. J. P. Parks finished the avalanche of hard luck by falling at the first turn. This elimination left only Freeman to represent St. Louis, and he certainly rode with great honor for his club.

Of the Springfield riders Mark McCrea enjoys the distinction of having ridden three bicycles and finishing fourth, in spite of these changes. In making the first turn—an exceptionally rough curve—his rear wheel was broken and McCrea tried to emulate the spring farmer. Nothing daunted, he picked himself up, ran back to the checkers, grabbed one of their bicycles and set out to regain the distance lost. This bicycle proved a "Jonah," as it had upturned bars. McCrea stuck to it until the return trip and then was fortunate to meet a rider who had given up the idea of finishing. A change of bicycles and McCrea rode triumphantly into fourth place.

The second turn proved a "bete noir" to J. Nash McCrea. The "idol of Springfield" essayed a Barney Oldfield stunt around the curve. The result was that he skidded so far over into the corrugations

that he executed a high and lofty tumble. That eliminated him. Fred Moe also changed bicycles during the race but managed to finish in fifth place.

The Capitol City Cycling Club members acted as officials and after the race tendered the riders a reception at the club house, when the prizes were awarded. The summary:

Rider and Club.	Hdcp. Time.	
	M.S.	M.S.
1 J. B. Freeman, St. L. C. C.	2:30	45:10
2 H. Bigelow, Chicago W....	stch	44:20
3 C. V. Becker, Illinois W....	4:30	49:40
4 Mark McCrea, Illinois W....	4:00	49:15
5 Fred Moe, Illinois W.....	4:30	51:17
6 LaRue Willis, Illinois W....	4:30	53:32
7 J. P. Hill, Illinois W.....	4:30	54:10
8 Clem Emmett, Illinois W....	9:00	57:52
9 L. C. McCrea, Illinois W....	6:00	57:49
10 A. Andreson, Chicago W....	2:00	53:45

Pittsburg Veteran Killed on Motorcycle.

As the result of injuries sustained the day before in a head-on collision with an automobile, Trevor F. Myler, long prominent in Pennsylvania cycling affairs, died in the Columbia Hospital, Pittsburg, on June 1st. Myler had but recently become interested in motorcycling and was mounted on a single cylinder machine at the time of the fatal accident. He was rounding a corner in Wilksburg, a suburb of Pittsburg, at a smart pace, when he met a large touring car also moving rapidly. Myler was knocked down and his chest crushed like an eggshell. He never recovered consciousness. Mr. Myler was 49 years of age and stood high in insurance circles. He was a member of the Keystone Bicycle Club and had been engaged in promoting a celebration of its thirtieth anniversary. For years he served as an L. A. W. handicapper and there were few bicycle or motorcycle meets held in Pittsburg at which he did not serve as an official. Several days before the Myler accident an almost similar mishap had occurred in Pittsburg, but the motorcyclist involved, Dr. Frederick Weitzel, fortunately escaped serious injury. In Chicago, Paul Hoffman, a somewhat famous automobile driver, is battling for his life against a fractured skull and internal injuries sustained while riding a motorcycle on Wabash avenue on June 1st. He attempted to cross the street car tracks in front of a car and was struck by a car going in the opposite direction.

New Hampshire Motorcyclists Incorporate.

The Consolidated Motorcyclists of Keene, N. H., have incorporated under the laws of that State and at the first meeting of the corporation elected these officers: President, Glenroy W. Scott; vice-president, Fred S. Morse; secretary, C. C. Wilbur; treasurer, Henry C. Lake. The club now is considering affiliating with the F. A. M.

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COMING EVENTS

June 12, Worcester, Mass.—Motorcycle hill climb on Dead Horse hill; open.

June 12, Denver, Col.—Bicycle race meet at Overland Park; open.

June 12, Philadelphia, Pa.—Philadelphia Motorcycle Trade Association's postponed race meet at Point Breeze track; open.

June 12-13, St. Louis, Mo.—St. Louis Cycling Club's annual Pike county tour; open.

June 13, Valley Stream, N. Y.—Roy Wheelmen's First Bicycle Marathon handicap road race (26 miles 385 yards); open.

June 13, New York City—Concourse Motorcycle Club's annual spring run to Savin Rock, Conn., and return; open.

June 20, Atlantic City, N. J.—Atlantic City Wheelmen's 25 miles handicap road race; open.

June 27th, New York City—Amsterdam Wheelmen's Queensboro century run; open.

July 4, Alameda, Cal.—Alameda Wheelmen's race meet; open.

July 18, New York and Brooklyn, N. Y.—Eastern Division, Century Road Club Association's annual mid-summer century run to Sayville and return to Jamaica; open.

August 1, Brooklyn, N. Y.—Long Island Division, Century Road Club Association's bicycle and motorcycle century run; open.

Accidents Mar the Allentown Meet.

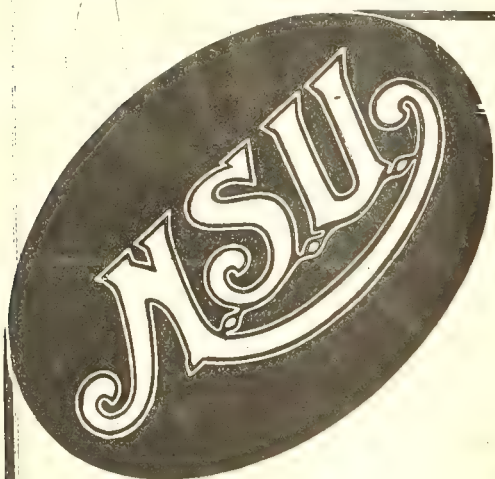
Accidents marred the motorcycle races at Levan's track, Allentown, Pa., Decoration Day. In the last lap of the five miles race, Alvin Roth and a rider named Lentz were scrambling for the lead when both riders lost control of their machines and crashed into fence posts. Roth sustained cuts and bruises over his entire body, while Lentz suffered a dislocated shoulder and cuts. Both machines were wrecked. W.

H. Long, Curtiss, won the race, and R. R. Jones, Curtiss, finished second, the time being 7:13. Long received \$15 and Jones \$10, which adds several names to the ever increasing professional list.

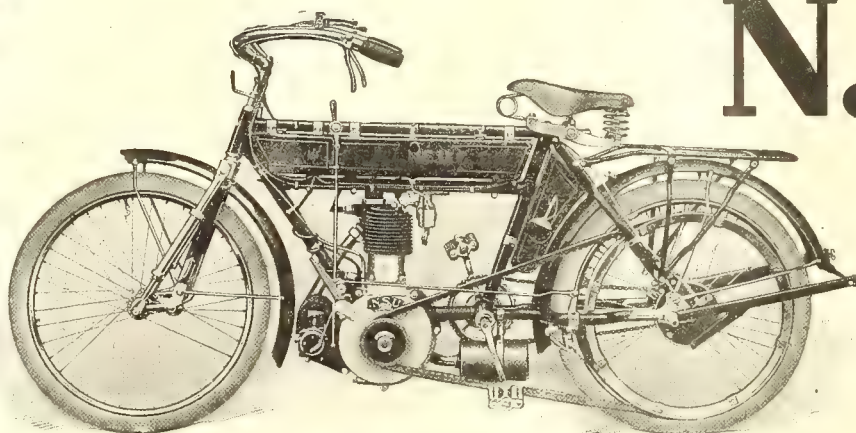
Program for Atlantic City Road Race.

The Atlantic City Wheelmen's 25 miles handicap road race which will be held on Sunday next, June 20th, likely will prove a great affair. Ten place prizes, headed by a Tribune bicycle, have been donated and the time prizes are topped by a Yale bicycle. The first boy under 16 years of age who finishes will receive a fountain pen, while the first messenger boy to finish will get a double chime bell. Entries close with Charles A. Ven Doren, 1735 Atlantic avenue, Atlantic City, N. J., at noon June 18th.

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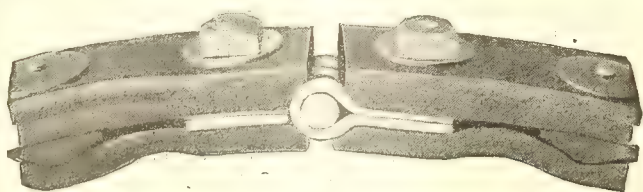
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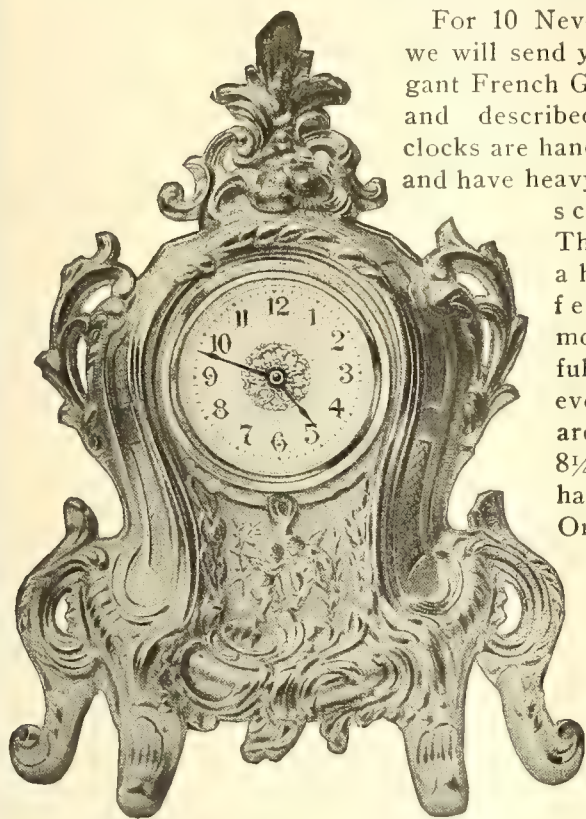
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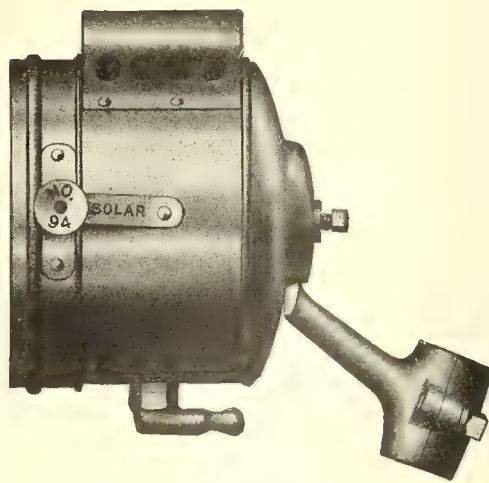
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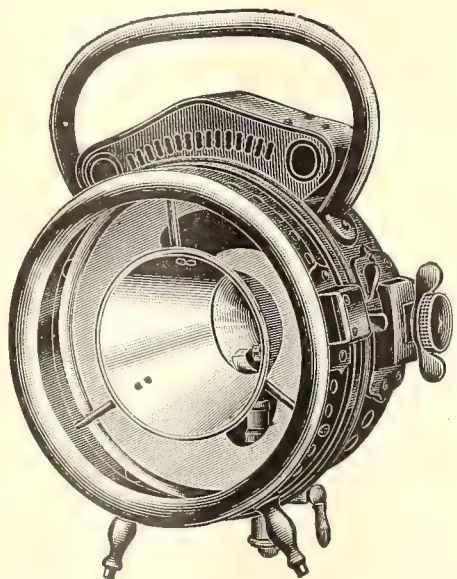
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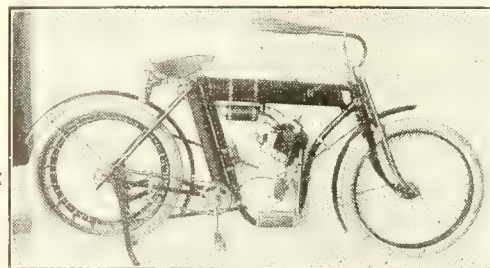
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RECENT PATENTS.

913,850. Air Tube of Tires. James Rees, Cardiff, England. Filed March 30, 1908. Serial No. 424,173.

1. In a discontinuous air tube for tires, a plug end of uniform diameter provided with a hemispherical closed end and a socket end, said socket comprising a short length of tubing secured in an air-tight manner at its outer end throughout its entire circumference to the interior surface of the air tube and secured at its closed inner end at a portion only of its circumference to the interior surface of the air tube.

914,036. Cushion Tire for Vehicle Wheels. Benjamin F. Fry, La Crosse, Wis. Filed April 4, 1908. Serial No. 425,200.

1. A cushion tire for vehicles comprising in combination with a rim having a circumferential groove, a series of resilient bands having angled ends engaging said groove, a tension spring having angled ends held between the angled ends of said band in the groove of the rim, a core spring mounted within said band, a plate engaging said core spring, fastening means extending through said plate and the rim whereby the band and springs may be held in place, and a covering for said bands, as set forth.

914,109. Cooling Device for Explosive Engines. Georges Braun, Paris, France. Filed May 9, 1904. Serial No. 206,988.

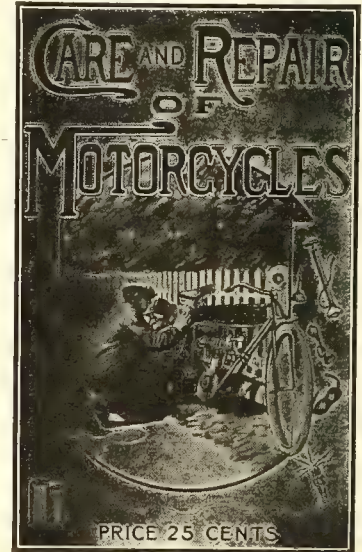
1. In a cooling device for explosive engines, a cylinder and valve box having their bodies formed with a plurality of longitudinally extending conduits having spirally grooved bars therein, the conduits of the cylinder opening at their upper ends into the air and the conduits of the valve box opening at their lower ends into the air, a casing surrounding the cylinder and valve box and spaced therefrom, and an air forcing device arranged within the casing for forcing air through said conduits.

913,453. Spark Plug. Clinton Bateholts, Pittsfield, Mass. Filed May 4, 1908. Serial No. 430,831.

1. A spark plug comprising an annular externally screw threaded metallic shell having a terminal extension at the inner end thereof, an electrode rod arranged axially within said metallic shell, and having its extremities projecting beyond the ends of the shell, said shell having shoulders at its internal wall, and the intermediate portion of the rod having circumferential shoulders, and a body of plastic insulating material within the shell and around the electrode rod and having permanent interlocking engagements with the shoulders thereof.

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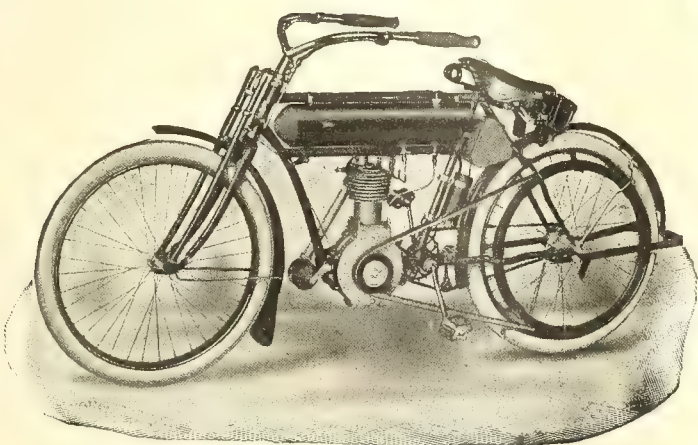
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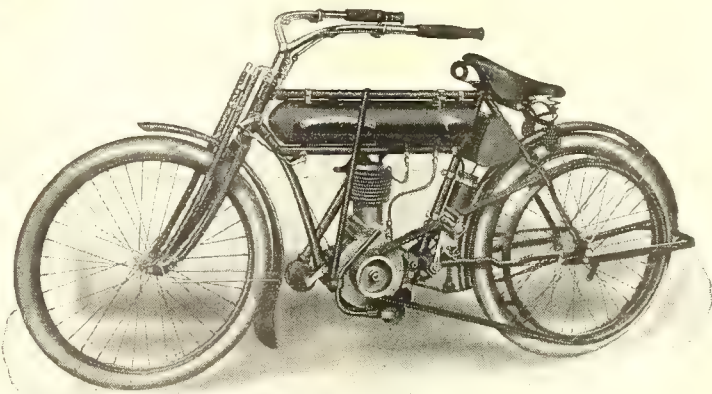
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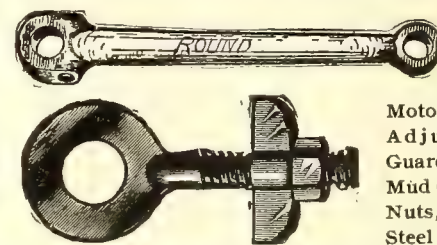
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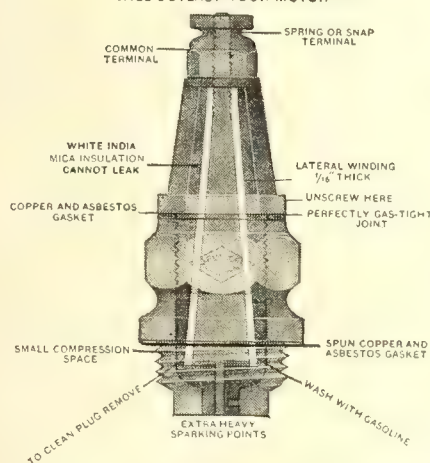
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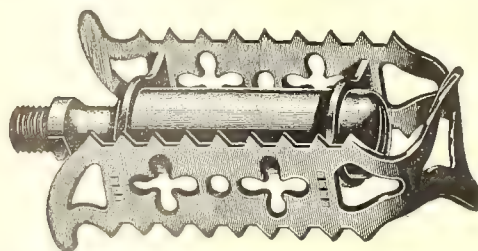


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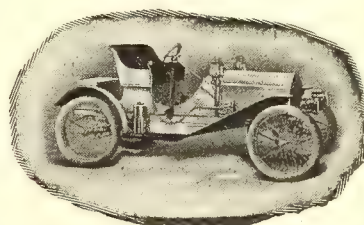
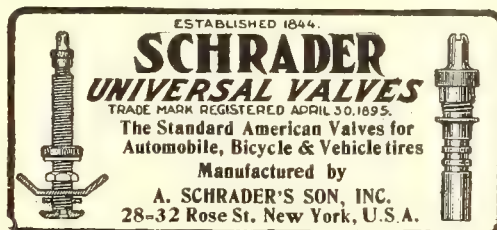
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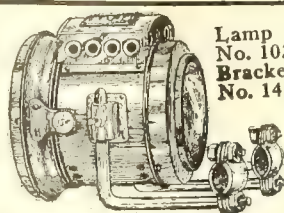
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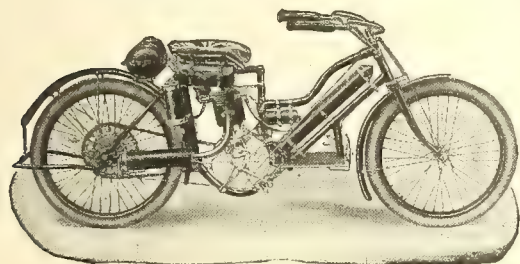
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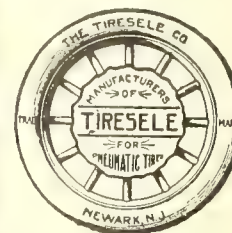
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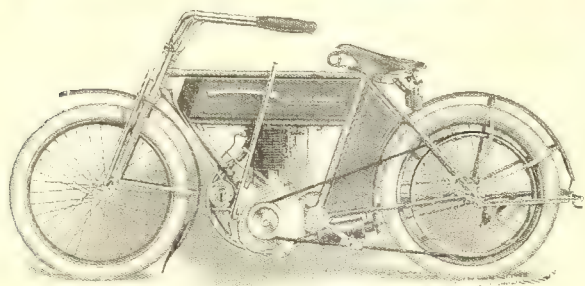


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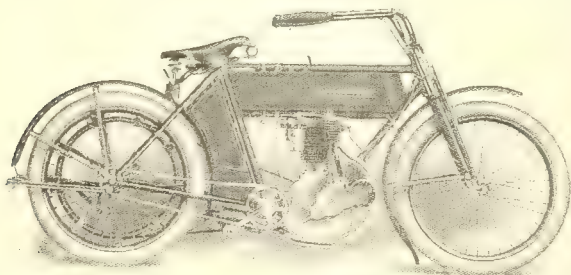
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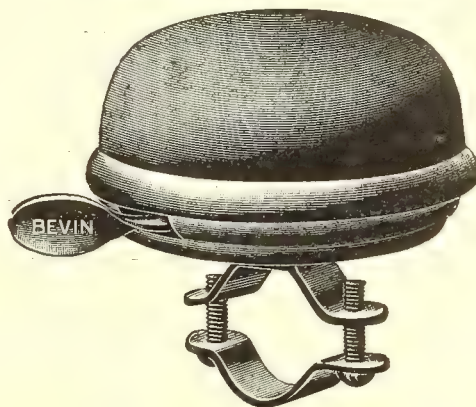
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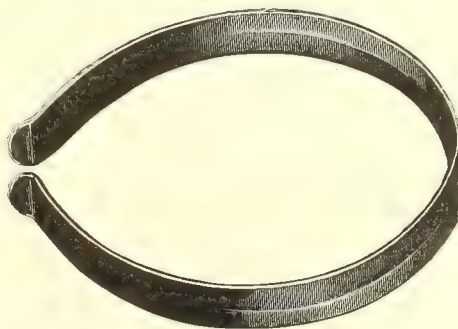
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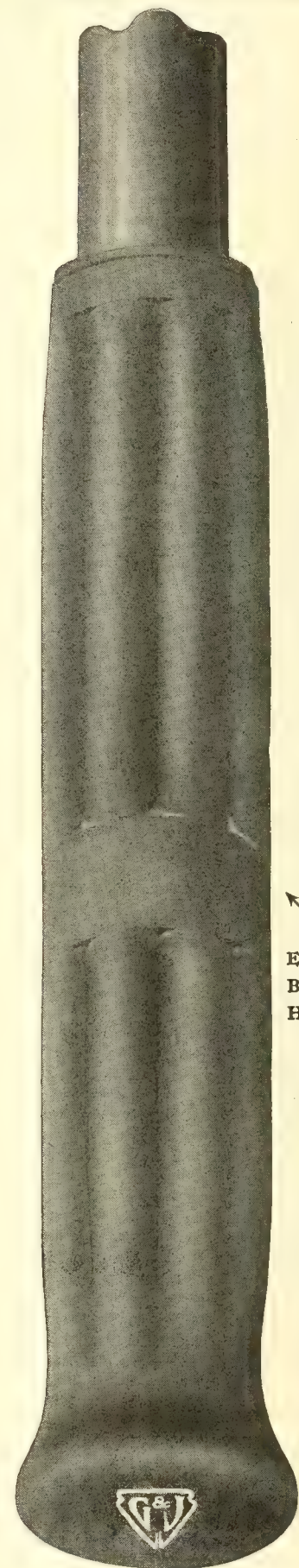
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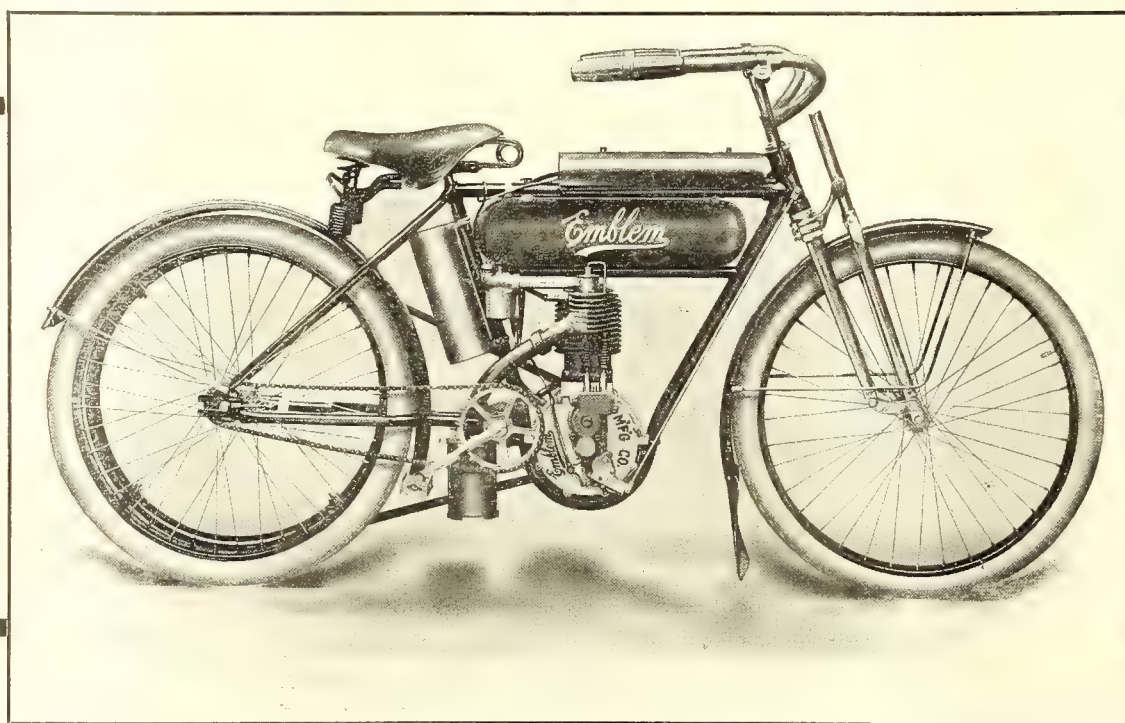
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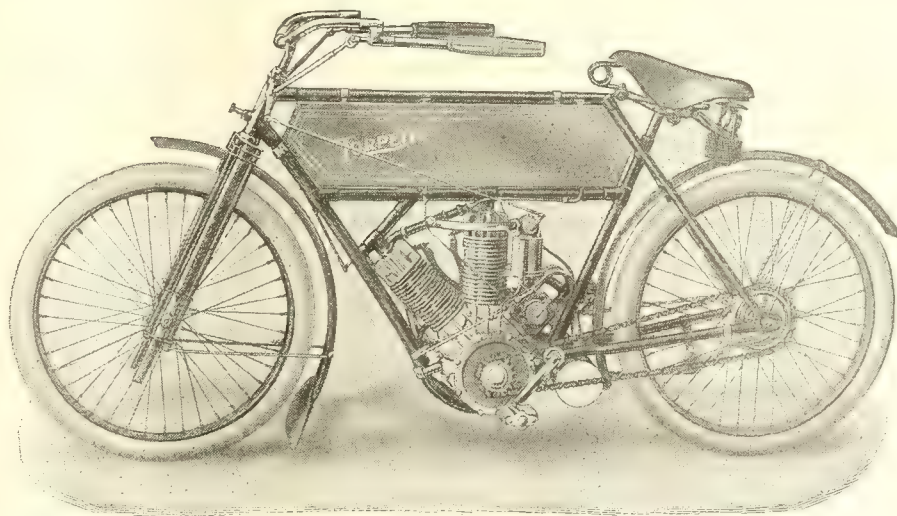
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This Time Both the Race and a World's Record

JOE ORLANDO on a **CLEVELAND** wins Roy Wheelmen Marathon, on Long Island Course, June 13th, 1909.

Percy Lawrence on a **COLUMBIA** wins Time Prize and makes a new World's Record, breaking the former record by 5 minutes, 52 2/5 seconds.

NEW YORK-BOSTON Road Record.

Joe Noe on a **COLUMBIA**, on June 13th, established new record of 20 hours, 36 minutes, beating the best previous record by 2 hours, 56 minutes.

Pope Bicycles are pre-eminently **THE** Road Racing Wheels.

THE POPE MANUFACTURING CO., Hartford, Conn.

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

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STANDARD RUBBER PEDALS

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SAGER TOE CLIPS

CYCLE AND MOTORCYCLE TYPES

—
BREECH-BLOCK SPARK PLUGS

ALL are necessities; all
all are ready sellers
and in continued demand.
All are top-notchers. No
stock is complete without
them.

■
QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

BUILT FOR THE ROAD

AND HERE IS THE

PROOF

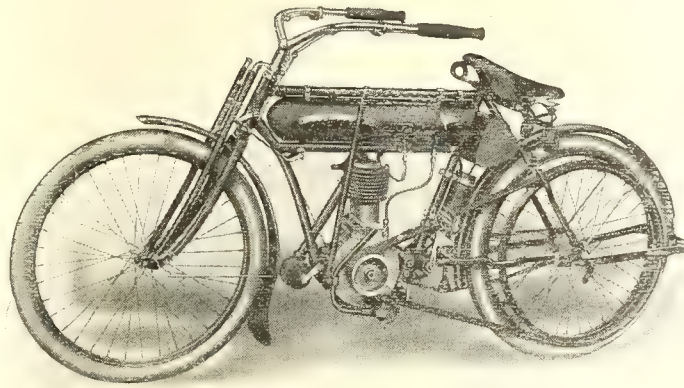
146 Broadway, Rochester, N. Y.
June 7, 1909.
The Consolidated Mfg. Co.,
Toledo, Ohio.

Gentlemen: I wish to congratulate you on the success of your 1909 Yale 3½ H. P. On Saturday, May 29, at 4:45 A. M., I started from Rochester in a driving rain; I reached Madison, Ohio, 237.4 miles, at 7:15 P. M., eastern time, making the entire trip in 14½ hours, including stops for gasoline.

Sunday I rode to Cleveland, 42.1 miles, coming back 43.2 miles on the same day. Next morning I started from Madison, Ohio, at 5:45 A. M., eastern time, and arrived in Rochester, 231.3 miles at 8:10 P. M., making the trip home in 14.35 hours. I left Erie, Penn., at 12:00, thus making the last 180 miles in 8 hours 10 minutes.

I made the entire trip without adjustments or any trouble. Considering that I am an amateur, think it a remarkable run for a motorcycle.

Yours very truly,
BERNHARDT P. RUETINCK.



1909 YALE, 3½ H. P.

Flat Belt with Idler.....	\$205
Flat Belt without Idler.....	200
V Belt (Shamrock Gloria).....	200
Herz Magneto, extra.....	35

SILENT

Dawson, Texas, May 15, '09.
Messrs. Peake & Johnston,
Fort Worth, Texas.

Gentlemen: I received the Yale on the 3d inst., and began riding that afternoon. Have rode over seven hundred miles since, and up to the present date I have not spent one cent except for fuel and oil. There is no hill that I cannot go up with ease and we have some pretty steep ones in and around this country, as much so as most any county I have seen in Texas.

I want to thank you for your being strictly honest and confidential in your representations of the Yale motorcycle to me, prior to my buying. I not only find that every statement you made was true, but that the machine is better than you represent it.

I have no axe to grind and if you know of any Doctor in this state who wants to get the best information as to how to get to his patients quick, and be able to get back without the assistance of a delivery wagon, refer him to me. I have seen all the standard Belt Driven machines, (practically), the Yale is the best thing on the market for the money, and I consider it a better machine than the — by \$50, and I have been side by side with it several times recently. The Yale is good enough for me.

Yours truly,
L. BARNES, M.D.

RELIABLE

Mr. G. W. Perry, Care The Avery Co., Peoria, Ill.

Dear Sir: About two months ago I bought a Yale motorcycle, with some doubts in my mind as to its practicability for general use in this country, but thought I would take a chance and if it did not come up to the representations of the manufacturers, if they would not take it back I could sell it at possibly a small loss to some one in a level country or in the city where it could be used. I wrote them what kind of work I wanted it to perform, stating that I had a ranch about five miles from here and on top of what is known as Wheeler Hill, and also that some of the grades on the way up there was as much as 15 per cent. They did not hesitate to recommend the machine, of course, and said it would take the grade with ease, etc.

Well, as I said before, I bought one with some doubts. Now about three miles, or perhaps a little less, of this road is uphill, and the top is 1,800 feet above the level of the main road. The road up the hill, of course, necessarily switch-backs up and the turns are quite sharp, which does not make it possible to take the hill on a good straight running start; you have to slow down for the turns and the machine has to pick up again when it gets around. I had the machine about two or three weeks before I had the nerve to tackle the hill, as I did not want to be disappointed with my purchase too soon, I guess, but at last I tried it. Well, my satisfaction was complete with the machine after the first performance, as I had no difficulty at all in taking the hill, and once or twice on my way up I had to unload, as I was not experienced in running a motorcycle well enough to keep right on going and I guess the power was a little too strong for me. Now I make the time up to my ranch in 45 minutes and back in 35. I am unable to drive a pair of horses up there in less than two hours and a quarter, as they have to walk all the way, and in the summer time here it is very hot and one has to be pretty careful of horses, and the trip takes about two and a half to three hours, which, of course, knocks out a whole day. I have seven horses, but am going to sell all of them except two which I will use to work my ranch only, and as far as the saving is concerned you can readily figure that yourself.

I wrote to the Consolidated people in regard to the performance of the machine and they asked me if I would mind writing you in regard to it, which is the cause of my taking this liberty. I have run the machine every day and have not had a minute's trouble with it. In fact, have not tightened or loosened a bolt since I have had it. Their card of instructions states "if your motor is working all right, leave it alone," and if anyone will stick by that advice he will have absolutely no trouble, that has been my experience, anyway. To say that I am satisfied with my purchase is expressing it mildly, not only from a point of saving in money and time, but from the fact that the machine is working all the time and does not cause me the least trouble. If you get a machine, use plenty of oil, and good oil, and treat it about half as good as you would a \$200.00 horse and you will get better results for less money, and at least 75 per cent. less trouble.

Yours very truly,
D. H. HOTCHKIN.

EAST—WEST—NORTH—SOUTH

It's all the same where'er they go—they not only GOT THERE, but GOT BACK.

GOOD AGENTS MAKE QUICK AND EASY MONEY

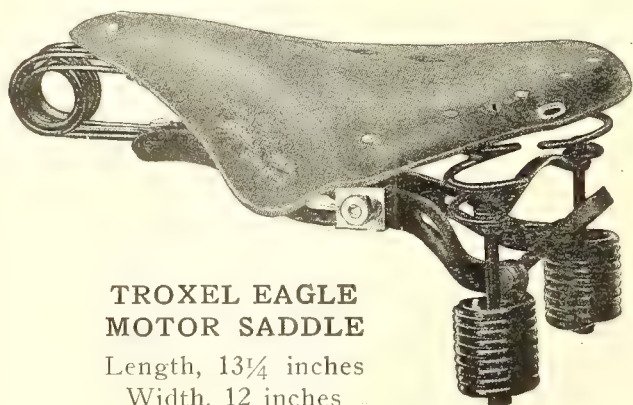
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1709 FERNWOOD AVE., TOLEDO, OHIO

We also make YALE and SNELL BICYCLES, HUSSEY HANDLE BARS, CONSOLIDATED PACKAGE CARS and DROP FORGINGS of every description.

They are Fine—The Best Saddles Ever Manufactured

No use going into detail explaining why. Just examine them and be convinced.
When you look at our saddles—

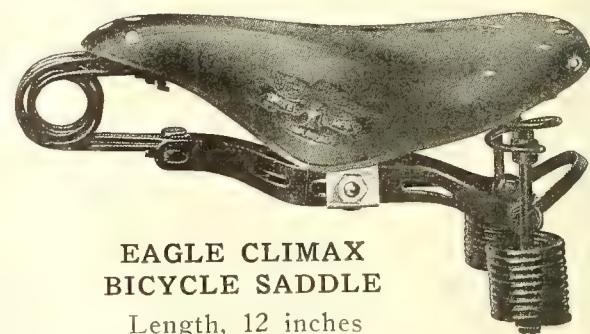


**TROXEL EAGLE
MOTOR SADDLE**

Length, 13¼ inches
Width, 12 inches

NOTICE

The Leather
The Metal Parts
The
Workmanship
The Finish



**EAGLE CLIMAX
BICYCLE SADDLE**

Length, 12 inches
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Nothing but Style and Quality. The Largest Assortment of Bicycle Saddles Ever Manufactured. Who can dispute this assertion? Write for catalog and guarantee, to

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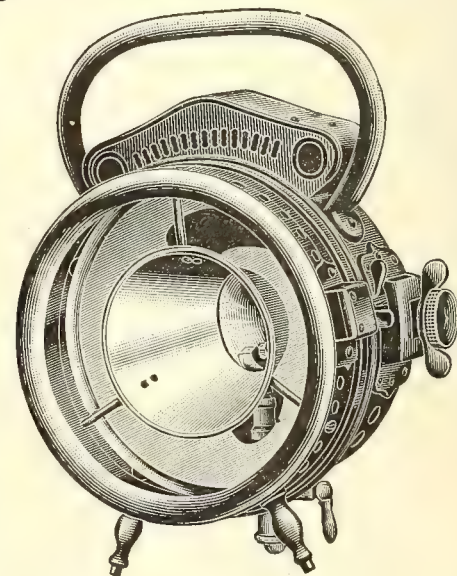
Chicago Branch, 1253 Michigan Avenue

What's The Use of Taking Chances?

Why risk your
life and machine
with a cheap lamp,
whose light does not
allow you to see
more than ten feet
in front of you, or
that may go out any
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A cheap lamp is
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why take the risk?
Get a good lamp at
the start and elimi-
nate any possible
chance of accident or trouble.

Ask to see ours, if you
want to see the best.



No. 523.....Price, \$6.50

No. 55 B Generator for same.....\$5.00

Write for 136-page Encyclopedia.

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1727 Broadway

NEW YORK

55 Warren Street

PIERCE Vibrationless Motorcycle

Distribution

THERE is not a single section of the country where the PIERCE VIBRATIONLESS MOTORCYCLE has not been sold during the present season. Our agencies have been established everywhere and there is a universal recognition of the superior qualities of the Pierce 4 Cylinder both on the part of dealers and riders. The demand has been so extensive and duplicate orders have been received to such an extent that we have considerably increased our production and our facilities are such that we can make prompt deliveries on all orders received.

Recommendations

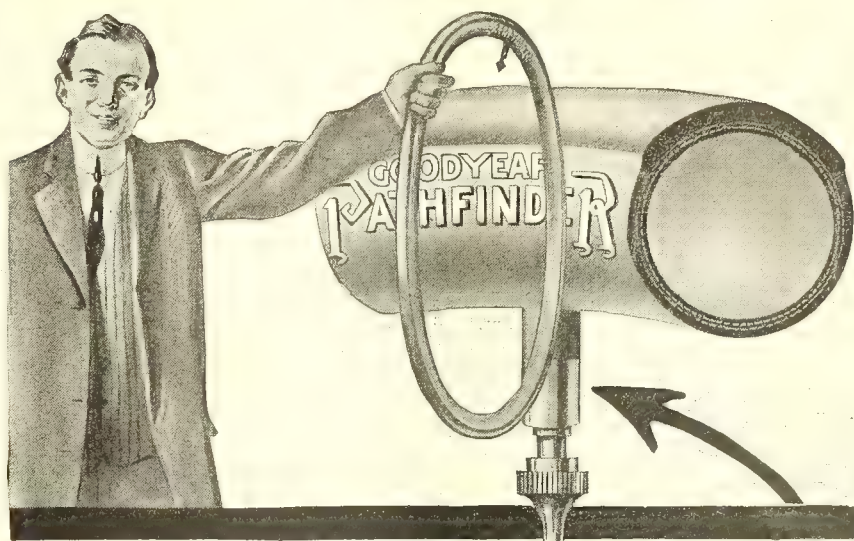
WE have recently published a "Public Opinion" folder containing the riders' estimate of the PIERCE. This makes convincing reading. We should like to send you full descriptive catalog which contains OUR STATEMENT of how well the Motorcycle is made and OUR PROMISES of what it will do, and with this we will send the folder which shows that our statements and promises have not only been FULFILLED, BUT ACTUALLY EXCELLED by the performance of the machine itself.

MANUFACTURERS OF THE
BEST AND MOST COM-
PLETE LINE OF BICYCLES
OFFERED TO THE TRADE

The Pierce Cycle Co.
BUFFALO, N. Y.

Branches at Oakland, Cal., Denver, Col., and Atlanta, Ga.

Rode Tires 4,000 Miles; Good for Many More



Read the strong statement below of A. S. Boehm. It proves graphically why the supreme wearing quality of the Goodyear Pathfinder Single Tube Tire always makes pleased customers.

Baltimore, Md., Jan. 10, '09.

The Goodyear Tire & Rubber Co., Akron, O.

I had ridden the Pathfinder Single Tube Bicycle Tire 2,021 miles *before* I received my *first* puncture, and that was gotten by running over a nail in a horse-shoe. I have now ridden 4,000 miles and I think *the tires can stand much more hardship.*

Riding on these tires I participated in the following events: Two round-trips to Washington, D. C., and one one-way trip in which I made a record time of 2:54; one 75-mile run; two half centuries; one-way trip to Westminster, Md., compelled to return home by train on account of being caught in a heavy snow fall; won one beautiful silver loving cup and was on the winning team in the Australian Pursuit race in which a silver cup was won. I also won the mileage contest of the Lafayette wheelmen for 1908, in which nearly two-thirds of all the mileage was ridden on these tires.

You people are putting out the best tires for both *liveliness and durability.* The best thing of all is that they can be easily fixed in a *jiffy.*

ARTHUR S. BOEHM,

1014 E. North Ave., Baltimore, Md.

You make more money on tires when your customers save money by buying from you the kind that will stand 4,000 miles service and are easily repaired—the Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back—and they bring you others.

The Goodyear Pathfinder can be repaired either by plugs or vulcanization—"fixed in a jiffy," as Mr. Boehm says. That's one secret of its surpassing popularity.

More than 400 dealers—one to a town in all parts of the country—are *now doing a big business* on the Goodyear Pathfinder. Are you one of these?

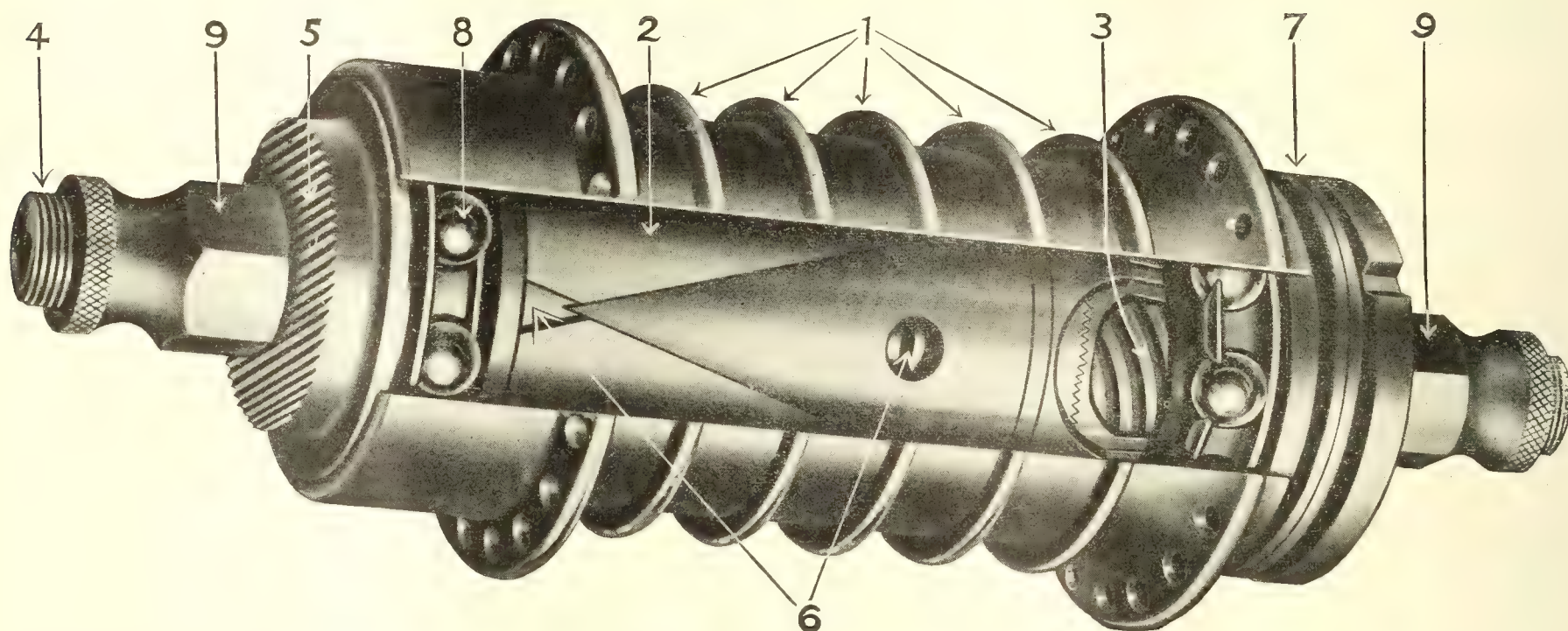
We are sending all Pathfinder agents a quantity of frame guards gratis to distribute among customers. These guards are branded "Pathfinder" and help wonderfully to advertise the tire.

Write us if we are not represented in your town and see what there is in it for you. Start a letter off today.

The Goodyear Tire & Rubber Co.
Moal Street, Akron, Ohio

Branches: Atlanta, 90 N. Pryor St.; Boston, 261 Dartmouth St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 E. Fifth St.; Cleveland, 2005 Euclid Ave.; Denver, 28 W. Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad and Fairmount Aves.; Pittsburgh, 59-88 Center Ave.; San Francisco, 506 Golden Gate Ave.; St. Louis, 3935-37 Olive St.; Washington, 1025 Connecticut Ave.

THE MUSSELMAN MOTORCYCLE COASTER BRAKE



Notice the Ten Points of Superiority

No. 1.—**COOLING FLANGES** which add over $13\frac{1}{2}$ square inches of cooling surface, making the total surface 42 square inches, making it impossible to overheat this brake. These cooling flanges also add an enormous amount of strength, barring any possibility of rupturing the shell in applying the brake, as is common with other hubs.

No. 2.—**BRAKE SHOE.**—Our construction permits a very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges.

No. 3.—**SHORT PITCH.** $\frac{5}{8}$ inch pitch. This is a very short pitch and gives one as good a leverage in applying the brake as a lifting jack. This leverage with our ample brake shoe gives you a power great enough to stop an automobile.

No. 4.—**LARGE AXLE.** 9-16 inch in diameter; strongest made. No danger of this axle bending or giving away under any condition.

No. 5.—**NO ARM.** This principle with our corrugated face on left stationary cone does away with building our brake with an arm. Arms or eccentrics create an undue leverage on rear forks, which is a common cause of trouble in other styles. Our construction causes the pressure when brake is applied of an end pull on rear forks and end push on the rear stays, making it impossible to break your rear forks.

No. 6.—**GREASE CHAMBER.** Our brake is built with a grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease for keeping the hub automatically lubricated for a season.

No. 7.—**CHAIN LINE.** Our sprocket set is fitted with two chain line rings; these with the straight and offset sprocket will give you seven chain lines, running from $2\frac{1}{8}$ inches to $2\frac{1}{2}$ inches, making it unnecessary to order special hubs for certain motorcycles.

No. 8.—**LARGE BALLS.** $\frac{3}{8}$ inch steel balls are used throughout, making the chance of broken balls infinitesimal.

No. 9.—**LONG STRONG AXLE NUTS,** built so as to accommodate any kind of stand.

No. 10.—**NO DRAG OF PARTS.** The principle of this brake is the same as the famous Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times, whether driving or being pulled by the motor. This is true only of the Musselman Coaster Brake.

DIMENSIONS.—MODEL A.—FOR BELT MACHINE.

Length over all outside cones, 6 inches.

Chain Line—Straight Sprocket, $2\frac{1}{4}$, 25-16, $2\frac{3}{8}$ inches.

Offset Sprocket, $2\frac{1}{8}$, 23-16, $2\frac{1}{4}$, $2\frac{3}{8}$, 27-16, $2\frac{1}{2}$ inches.

Drilled for 36 and 40 Holes.

Width of Flanges, $3\frac{1}{2}$ inches.

Sprocket, 3-6, 10 to 12 tooth, inclusive.

FOR FURTHER PARTICULARS WRITE TO

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, June 19, 1909.

No. 13

JAPAN AMENDS HER PATENT LAW

New Provisions Calculated to Check Piracy of Inventions and Trade Marks—Features of International Interest.

Official announcement just has been made of certain amendments to the Japanese law relating to trade marks and patents which it is thought may be of considerable international benefit in restraining the piratical practices for which the "little brown men" have been so notorious. In regard to trade marks it is provided that in addition to the present provision against the registration of marks "calculated to deceive the public," under which many fraudulent registrations have been cancelled during the present year, marks "which are identical with, or similar to, marks belonging to another person, and well known to the public, and which are used on identical goods," cannot be registered. Another improvement is that it will not be necessary for the plaintiff in a piracy case to prove that the defendant knew that the trade mark in question was registered.

The new patent law provides that if a patent is not adequately worked within three years after registration, it may be revoked. But the director of the patent bureau has the power to extend this term at his discretion in the case of persons residing in foreign countries. A person who is not a Japanese cannot apply for a patent or take any action relating thereto except through a recognized agent residing in the country. When it is considered necessary for military purposes or for the public weal, patent rights may be limited or expropriated by the Government; they may be revoke or even worked by the Government itself.

In regard to the rights of foreigners, both trade marks and patents are subject to special treaty rights in all instances. But it is provided that inventions displayed at an authorized exhibition are protected for a

period of six months. In general fees are reduced and penalties increased and a simpler and more definite procedure of application instituted. The date for enforcement of the new law is to be fixed by Imperial Ordinance, presumably next autumn.

Another Swindler on His Travels.

If anyone representing himself to be A. B. Holmes, secretary of the Aurora Automatic Machinery Co., should drop in on any dealer and seek to interest him in Thor motorcycles, the dealer will do well to assure himself early in the proceedings that his visitor is the real Mr. Holmes. For a swindler who has been taking his name in vain, has been touring New England and taking "orders" and receiving deposits. J. E. Fernald, 138 South Broadway, Lawrence, Mass., is one of those from whom the bogus Holmes extracted \$20 and Fernald hopes that if he appears elsewhere he will be detained until notice reaches Lawrence.

Mossberg to Have a New Factory.

The Frank Mossberg Co., of Attleboro, Mass., which has been contemplating moving its plant elsewhere in order to secure the space necessary to accommodate the growth of business, has changed its mind and will remain. Attleboro did not care to lose the industry and when the Mossberg intentions became known a number of the local citizens got together and subscribed to a fund to build a \$50,000 factory, which the Mossberg company requires. A corporation has been formed for the purpose, and work will be commenced immediately.

Pickens to be a Southern Distributor.

R. A. Pickens, sales manager of the American Motor Co., Brockton, Mass., has resigned that office to become the head of a branch which will be located in Dallas, Texas, and which will act as M-M distributors in the South and Southwest and in Mexico. Both motorcycles and accessories will be handled in a large way and it is expected that the establishment will be ready for business July 1st.

OLD GAME IN A NEW LOCALITY

The "Trial Ride" Scheme of Thieving Worked on a Canton Firm—Personal Description of the Thief.

Dealers still have reason to be suspicious of the plausible prospective customer who wishes to try out a motorcycle by "just riding it around the block." Monnot & Sacher, of Canton, O., are the latest of a long list who mourn the loss of a good machine because of having indulged the "customer's" desire for a trial ride.

When the stranger called at Monnot & Sacher's store, 305 South Market street, he announced that he was in the market for a machine. He examined the array on the floor and finally selected one which appeared to please him. He asked the price and then requested permission to try it. As he mounted he remarked that if he damaged it he would stand the expense of whatever repairs might be necessary. Neither the motorcycle nor the man who rode it away has been seen in Canton since.

The stolen motorcycle is an Excelsior, engine No. 525, belt drive, enamelled gray and fitted with M. & W. tires and a Morrow brake. The thief is described as of dark complexion with a sandy mustache, about 5 feet 6 inches in height and weighing about 145 or 150 pounds. His success may lead him to further exploits of the kind, and as there are others who have practiced the same game and who will probably do so in the future, it behooves the dealer to know something of a man's honesty and responsibility before entrusting a motorcycle to his care, even for a trial ride.

New Firm "Opens Up" in Chicago.

Fosnot & Kendel is the style of a new firm composed of L. P. Fosnot and J. H. Kendel, which has "opened up" at 1470 Ogden avenue, Chicago. They are handling the American and R-S motorcycles and a full line of supplies.

MOTOR STUDY AT SHORT RANGE

**Suggestive Points for Carburetter Design
Evolved by a British Investigator—
Effects of Varying Compression.**

Considerable interest attaches to a long series of experiments conducted by W. Watson, the English investigator, portions of which have been referred to in these columns from time to time, but which were presented in summary form in a paper read before the Institute of Automobile Engineers in London, not long since. The tests, although conducted on an automobile engine, are yet of very general interest to gas engine designers because they seek out the very root of a number of conditions which from the very beginning have afforded endless complication.

For all conditions investigated, three series of tests were made with the same motor, but with the compression pressure varied by the attachment to the piston heads of small pieces of aluminum, carefully constructed and of about the same weight. In the series known as A, the highest packing piece was employed, while in the B tests the piston at its highest point was 3 millimeters lower than in the first series. In the C tests, the highest point of piston travel was 8.6 millimeters lower than in the first series. The actual compression ratios were 4.17, 4.35 and 3.92, respectively.

One of the most important subjects studied was that of carburation in all its phases. In one line of investigation, the quantity of air taken by the engine at different speeds was measured by connecting the intake of the carburetter to a wooden box of 19 cubic feet capacity, the air being admitted to the box through a circular hole in a thin metal plate, and measuring the difference in pressure between the external air and the air in the box. The size of the hole was such that in every case the difference in pressure between the inside and outside was about equal to 1 inch of water. This pressure was measured by a King's gauge, the gauge being calibrated by comparisons with an oil manometer, a cathetometer microscope being used to measure the length of the oil column. This gauge allowed the pressure to be read to within 0.002 inch of water. Leakage of air into the induction pipe, without passing through the measuring box, was reduced to a minimum by fitting stuffing boxes to the inlet valve and by packing the holes where the rod for moving the throttle passes through the induction pipe. To reduce the effects of the irregular aspiration of the engine a sheet of thin rubber was stretched over a hole 12 inches by 18 inches in the side of the box.

"As the speed increases the quantity of air taken in decreases," says the author, "this being worthy of investigation, as it will determine the size and proportion of

the induction pipe and inlet valves of modern motors, which show a tendency toward higher speeds. The mean pressure in the inlet manifold was accurately measured, using a mercury manometer. The results when plotted show that the weight of air at any speed, say, 1,000 r.p.m., slopes down more than does the curve of mean pressure, which suggests the thought that the pressure of the air in the cylinder when the in-

Chicago "Embassy" of the Empire.

Being figuratively the Chicago "embassy" of the Empire Tire Co., of Trenton, N. J., the new store which the company has opened at 1305 Michigan avenue is neces-



sarily of a size and appearance properly to represent the "Empire" for which it stands. The new establishment, of which possession just has been taken, and a view of which is presented in the accompanying picture, provides much larger quarters than were available when the branch was located at 20 La Salle street. E. B. McKay is the ambassadorial representative of the Empire in the Windy City, being known in purely unimaginative commercial parlance as the manager.

let valve closes falls more rapidly than does the mean pressure in the induction pipe."

On the assumption that the latter is not equal to the mean, another series of diagrams was made. The three diagrams show clearly what has never been shown before, namely, the drop in the inlet pipe pressure as soon as the inlet valve gets fairly open and also the continued rise in pressure when the valve has closed. The same effect is also noticed with the exhaust, the pipe pressure rising with the opening of the valve, the fall showing a very rapid drop due to gas inertia. The back pressure rises with increase in speed. At high

speeds the induction stroke takes less time so the gases drawn in would have less time to acquire heat from the walls. At slow speed, on the other hand, liquid is without doubt drawn in which apparently reduces the total volume of cylinder charge.

Of interest to carburetter designers is the variation of the suction in the cycle. If the orifices through which the air is admitted to the carburetter are close to the jet the rise of pressure above atmospheric will not occur. If, however, as is often the case, air is drawn from near the exhaust pipe and is conveyed to the carburetter through a pipe of some length, then the rise of pressure due to inertia will be considerable. In the same way the manner in which the pressure in the exhaust pipe varies with the speed suggests that if it is desired to have a maximum power at a certain speed a little experimenting with exhaust pipes of different lengths will increase the power materially.

If the thermal efficiency be plotted against the consumption of fuel in pounds per 1,000 r.p.m. it will be noticed that the efficiency increases as the mixture gets weaker up to very nearly the weakest mixture on which the engine will run regularly. In this connection it was observed that with mixtures containing between 17.5 and about 19 pounds of air to a pound of fuel, firing back into the carburetter was liable to occur, while with mixtures either richer or weaker this effect was not observed, the reason in one case being that the stronger mixtures burn so quickly that all flame is extinguished when the new charge enters, while in the case of the very weak mixtures the incoming charge is so weak that it will not inflame until it is compressed. The spark was in every case so adjusted that the maximum power was developed.

As a result of plotting all of these quantities it was found that at all speeds the efficiency is a maximum at an air to fuel ratio of about 17, while combustion would theoretically be complete at ratios above 14.

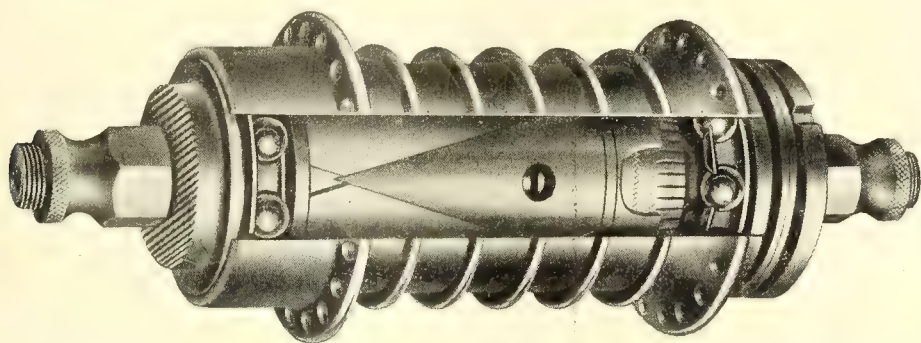
One of the most noticeable things in the whole series of tests is the very high efficiency obtained, the maximum being .276. For one thing this establishes the fact that thermally the automobile engine is not only on par with, but actually is superior to, all internal combustion engines excepting only the Diesel motor.

Another unexpected point brought out but not clearly explained was that the result of increasing the compression does not have the effect that is generally supposed upon the mean effective pressure. By plotting the M.E.P. for the different mixtures three curves were obtained for the three tests, these being at three different compression pressures. In these curves it was shown that above a ratio of 14 any increase in the richness of the charge was not appreciable, while at that figure the M.E.P. only rises 2 pounds for a rise of 18 pounds compression—that is, at 68 pounds compression the M.E.P. was 83, while at 86 compression pressure the M.E.P. was 85.

IS AIR COOLED AND ARMLESS

Motorcycle Coaster Brake Which Has Radically New Features—How the Braking Effect is Obtained.

For the first time there now is available an armless coaster brake for motorcycles—a brake which in addition to this novel feature which has worked out well in bicycle practice, also is distinguished by the fact that it is air-cooled. The device in question is the Musselman, and while it is just off the designer's griddle, so to speak, it has been given a thorough test. As its name implies, it is a special version of the Musselman bicycle coaster brake, which the Miami Cycle & Mfg. Co., Middletown, O., produces; but which differs from it in one or two particulars, of which the cooling feature is by far the most significant.



How the cooling is effected is shown by the accompanying illustration—five ribs are formed on the barrel of the hub, following the idea employed in gas engine practice. Exactly $13\frac{1}{2}$ square inches are added to the natural exterior surface of the hub by this means, and the total area available thus amounts to no less than 42 square inches. On this account the claim is made, probably none will say unjustly, that it is impossible to overheat the brake. In addition to extending the amount of radiating surface, the ribs mentioned also serve a useful purpose in strengthening the shell so that it is practically impossible to rupture it.

The brake shoe, which is precisely like that employed in the bicycle coaster brake, but larger, has an effective area of 15 square inches. It is applied directly on the inner side of the shell, and acts upon nearly the whole of its length. The worm which serves to actuate the clutch and brake under the influence of the pedal action, is of very short pitch, only $\frac{5}{8}$ inch in fact, as a result of which its leverage is very great. Further provision against breakdown is found in the use of a 9-16 inch axle, said to be the strongest made; and in the equipment of $\frac{3}{8}$ inch balls throughout. Another point worth noting is the employment of the space within the brake shoe as a grease chamber, which will retain sufficient lubricant to last the device throughout an entire season.

The armless feature, which, of course, is the most noteworthy point about the hub, is exactly the same in principle and appli-

cation as is employed in the bicycle hub. The corrugated face of the left stationary cone enables that member to secure an effective grip on the fork, to which it transmits the reactionary stress when the brake shoe is expanded against the hub. From the fork, the pressure is absorbed in the way of an end pull on the rear forks and an end push on the rear stays, so that there is practically no tendency to cause either of those members to crumple up or break. The axle nuts are built of extra length and strength, so that they are adaptable to almost any sort of stand, while adaptability to different types of machine is secured by the use of two chain line rings, which, with the use of an offset sprocket afford seven different chain lines running from $2\frac{1}{8}$ to $2\frac{1}{2}$ inches.

Setting the Magneto Spark Plug.

Setting of the spark plug improperly may be one of the chief difficulties which the novice with the magneto encounters. As

a matter of fact, when used with the magneto the gap between the points of the plug should be adjusted much more carefully than where the ordinary battery spark is employed. Simple adjustment by guesswork, usually dignified as "setting by the eye," will not suffice. One of the gauges usually supplied by the makers ought to be used in every instance, and the gap should be tested with the gauge at frequent intervals, or at least, whenever the plug is removed for cleaning.

Keep Cylinder Head Bolts Tight.

Cylinder head bolts should be tightened occasionally, to insure the compression remaining at its maximum. In new motorcycles oil often leaks out between the cylinder and head, owing to the bolts not being drawn up to their maximum. After a machine has been run awhile the frequent expansion and contraction of the metal results in a settling of the parts and permits them to be brought into closer relation with each other.

Evils of Kinks in the Wiring.

Avoid kinks and sharp bends in the wiring, whether in the primary or secondary circuits. They not only tend to weaken the wires but are very apt to cause cracks in the insulation which in the course of time become sufficiently pronounced to allow small leaks in the current, causing considerable battery waste and often proving a very puzzling source of miss-firing.

RADIATION OF ENGINE HEAT

Difficulties in Using Copper Fins on Iron Cylinders—Why Rough Casting Finish is the Best.

Considering the simplicity of the cylinder construction which would be possible were the use of detached radiating fins to be employed, there are those who profess surprise that engine builders have not long ago come to a more general employment of the principle. As a matter of fact, numerous attempts have been made to utilize plain cylinders over which separate collars of copper, suitably crimped to secure the greatest possible amount of surface, are slipped and held in place by the simple pressure of the head. That none of these attempts have worked out to better advantage is sufficient evidence that something is radically wrong with the principle. And when the relative heat conducting properties of the various metals is considered, that reason is not far to seek.

While structurally there may be nothing wrong with the principle, difficulty is encountered when it comes to employing a combination of metals for the removal of the surplus heat from the cylinder. Copper, which is the most available metal for the purpose, has a much lower rate of radiation than iron, the actual relation for the same unit of surface and the same difference in temperature being in about the ratio of 26 to. Thus in order to get the same radiating value from a copper surface as from a cast iron one, there would have to be about four times as much area in use.

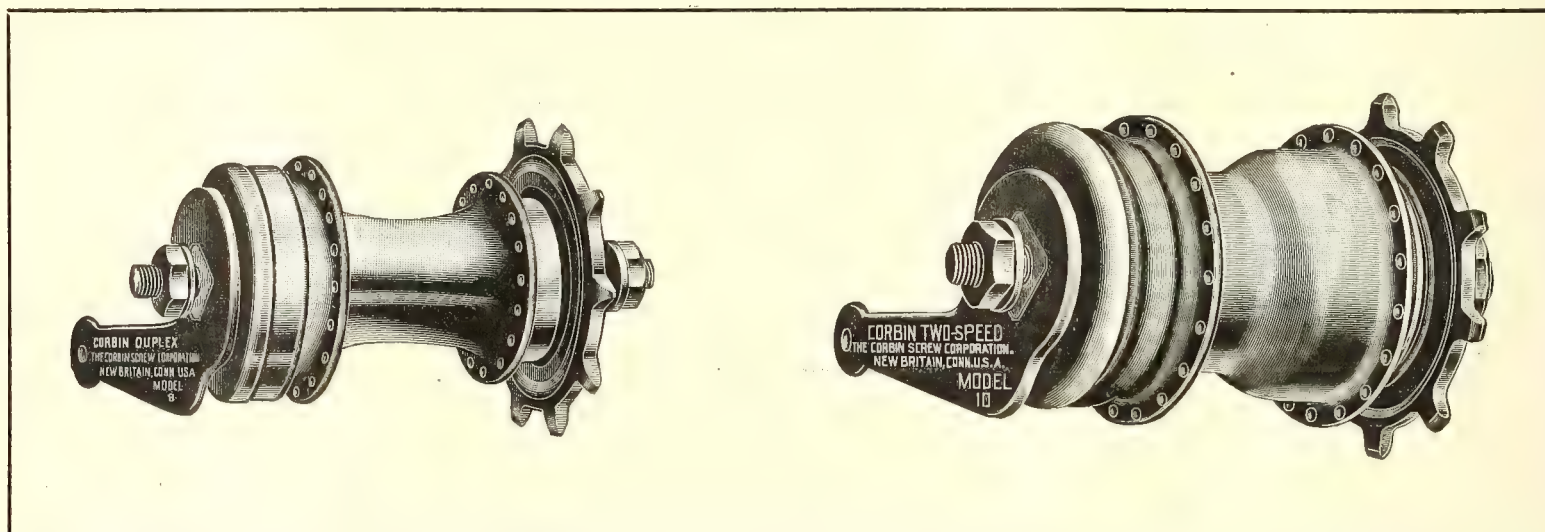
But in addition to this, a certain loss takes place in the transfer of the heat between two metals of different properties. Here, unfortunately, the specific properties of the available metals are reversed, and where cast iron radiates heat very readily, it conducts it but poorly, while copper, low in radiating properties, is an extremely good conductor. The result is that in order to get rid of a certain number of heat units from a given iron cylinder, its surface would have to be increased enormously by the introduction of copper or other artificial surface extension, in order to secure the same effect which may be obtained merely by casting a certain number of fins upon its surface.

It is a curious fact, however, that whereas the radiating power of a metal is decreased in proportion to its smoothness, it also is increased by roughness of the surface. This property works out very nicely in the case of the engine cylinder. For in leaving the cylinder absolutely unfinished, just as it comes from the sand in the foundry, the manufacturer is doing the best possible thing to assist its cooling ability. Thus it happens that the simplest and most obvious method of construction in this case appears to be the most practical and satisfactory.

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Corbin Coaster Brakes



No complaints or "come backs" follow the sale of Corbins. They are offered in models for chain or chainless bicycles and chain or belt-driven motorcycles, and with front hubs to match.

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LICENSED COASTER BRAKE MANUFACTURERS.

NEW BRITAIN, CONN., U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JUNE 19, 1909.

"Enclosed find \$2 for the continuance of my subscription for the Bicycling World. I find that I cannot get along without it."—A. E. Briggs, Rhinelander, Wis.

Ovington and His Letters.

Mr. E. L. Ovington essentially is a man of letters. He never seems so happy as when he is reeling them off—many of them and long ones. He writes them early and often, on small provocation, and for all purposes. Though his logic is not always sound he is, nevertheless, a good letter writer; and since he became president of the F. A. M. he has given full play to his ability in that direction. The Bicycling World has received not a few of his communications; it received four of them last week; it printed but one of them; for estimable and entertaining though he may be, we cannot devote half of our paper, or all of our Correspondence Column to Mr. Ovington. The week previous he had limited himself to but two communications. But they were extra long ones; if printed, they would have occupied only six or seven pages of this paper; and Mr. Ovington instructed that they be used according to his directions or not at all. He naturally received them back with a polite reply to the effect that we are conducting the Bicycling World according to

our own ideas and not according to his directions.

The gentleman then withdrew the shorter of the two letters and reforwarded the other one with a considerable portion of it eliminated. The remains consisted largely of copies of other Ovington letters—letters which had passed between himself and the treasurer and the secretary of the F. A. M. bearing on the latter's failure to make remittances of membership fees he had received. Apparently Mr. Ovington is particularly proud of these letters. They prove that he did write to the secretary, who freely had admitted the fact. When this revised and curtailed communication failed to appear in the Bicycling World, Mr. Ovington worked himself into a state of mind. He 'phoned the Bicycling World that if it did not print his communication another paper would do so. He was advised that there was no surer way of not having it appear in Bicycling World. The "other paper" printed it the very next day without expurgation of any sort, and with the explanation that the Bicycling World had refused to do so, the while patting the Ovington back most agreeably. It is the same paper that printed the original attack on the secretary, based on information drawn from the presidential source.

Having had the pleasure of reading the official correspondence in print Mr. Ovington now should be thoroughly content. We believe, however, that most men will agree that it serves no useful purpose and will not further the interests of the F. A. M. We feel certain that most thoughtful men will agree also that it adds little to what the secretary stated in his interview which the Bicycling World accorded him after his integrity was adroitly impugned. Secretary Wehman then admitted that he had been delinquent and that he had received letters and telephone messages from the president, but he made the point that if the latter had any doubts about the safety of the money in question, a personal visit, requiring less than an hour, would have served to settle them. But Mr Ovington preferred to write letters.

Mr. Ovington and "the other paper" appear to think it unusual that though they attacked Wehman, the Bicycling World should have afforded him an opportunity for reply and that in replying Wehman should have remarked some of the president's own delinquencies and shortcomings. But any man similarly attacked will be accorded the same opportunity. We hold

no special brief for Mr. Wehman. But for four years we have known him as a faithful, conscientious, loyal and untiring worker for the F. A. M., and he has earned the right to be heard when made the target for innuendo particularly by a man and a publication, both of which not long ago were identified with and were supporting an outlaw movement which was seeking to tear down the F. A. M., while Wehman was engaged in building it up. However delinquent, it will require strong proof to convince us that Henry Wehman has misused his trust and that he does not merit the gratitude of those for whom he labored so long and so well.

So far as the Bicycling World is concerned, the matter ends here and now.

About Automatic Lubrication.

Indications are not lacking that automatic lubrication will constitute the next great forward stride toward motorcycle perfection. At least three ingenious examples of such lubrication already are in evidence and it is known that the development of mechanical oiling devices is in progress in several other factories, and that within another year automatic lubrication will have become a "big" feature.

The augury is a happy one, for there are few features that are more desirable or that make for happier results from the standpoint of both rider and manufacturer. While the latter knows only too well the vital and far reaching importance of regular and proper lubrication, it requires some time for its full significance to be appreciated by the average owner, and since the twin motorcycle attained popularity, even those riders who use that type and who may be above the average will agree that the frequent oiling which it requires and the necessity for constantly watching the cyclometer comprise something akin to a nuisance.

With the lubrication taking care of itself in exactly the way the manufacturer would have it taken care of, there will be no necessity for depending on memory or cyclometer, and there will be nothing to watch but the road, and truly that is a result well worth striving for and one that will add to the pleasures of motorcycling.

"Sample copy of the Bicycling World received about an hour ago. It is just what I've been looking for. In fact, the matter contained in the Annual Spring Number is worth the \$2 which I enclose for a year's subscription."—Jay Shelton.

DEATH OF HENRY E. DUCKER

"Father of Cycle Racing" Passes Away at Lake George—His Conspicuous Career in the Sport.

On Sunday morning last, 13th inst., at Hillview, Lake George, N. Y., there was gathered to his fathers, Henry E. Ducker, who in the '80s was one of the most conspicuous and most notable figures in American cycling affairs, and who indeed often had been styled "the father of cycle racing."

Mr. Ducker was born in London, England, June 27, 1848, and when five years old came to this country with his parents and received his education in Brooklyn. He then learned the printer's and bookbinder's trade in Springfield, Mass., and in 1887 went to Buffalo to become superintendent of the art printing department of the Matthews-Northrup Company, in which position he remained for ten years. In 1899 he was appointed examiner of printing bills by the State Comptroller, which necessitated his removal to the capital at Albany, N. Y.; he held that office at the time of his death.

Cyclists of the present day can form small conception of what the words "Springfield Tournament" conveyed to the riders of the early and middle '80s. The words were not short of magical. Springfield—the one in Massachusetts—was the scene of the real beginning of cycle racing as an organized sport. It represented the standard of all sport, the center of all interest, the creation of reputations, the climax of all enthusiasm, and was the mecca of all cyclists. Its fame was as wide as the nation. And Henry E. Ducker was the man responsible for it all. He had become interested in cycling and this interest led to the presidency of the Springfield Bicycle Club, and it was in that capacity that he undertook the promotion and conduct of the Springfield tournament, which was inaugurated in 1883. Since that date the fame of Springfield and of Ducker have been inseparable.

Physically Ducker was not a large man, but he did things in a large way. Until he projected the tournament there had not been a real big and organized race meet held in America. But the Springfield club acquired the Hampden Park mile track for the purpose and Ducker did the rest. He started the Springfield Wheelmen's Gazette—a splendid specimen of the printer's art—to assist his ends and the tournament was planned on an immense scale. It was marked by liberal prizes and liberal advertising, a camp within the track enclosure was a feature of the first event, several English riders were brought over, and interest was so aroused that 26,000 attended. George M. Hendee—the same who is now building Indian motorcycles—"wiped up the earth" with the foreign cracks, records fell like leaves and every man having to do

with cycling was fired with wild enthusiasm. But despite the enormous attendance, the expenditures were so great that the tournament proved a financial failure. But its fame was secure and the next year and for two years thereafter it was repeated on a still larger scale—minus the camping feature—with more riders, domestic and imported, with more records and more glory and greater enthusiasm. Then, as Ducker admitted only two years ago in a letter to the *Bicycling World*, he committed a mistake which he ever regretted.

The canker of trade interest had been permitted to creep into the sport and to wax fat. The leading amateurs all were in the pay of leading manufacturers. This form of "makers' amateurism," as it was called, continued until 1887, when Abbot Bassett, the chairman of the L. A. W. racing board, suspended about every rider of prominence in the country. It proved a thunderbolt and created a tremendous sensation. It happened almost on the eve of the tournament season—there then was a circuit of such meets—and, as some of them since have claimed, with financial disaster staring them in the face, the promoters, which included the Springfield and several other influential clubs, as well as most of the crack riders, organized an outlaw movement, and following Ducker's lead formed the American Cyclists' Union, instituted a "promateur" class for the professional amateurs, and sought to put the L. A. W. "out of business." The Springfield tournament and others were held under its rules and auspices, but despite the fact, and like nearly all outlaw movements, it died an easy and unregretted death.

The Springfield tournament so suffered from the upheaval and odium that it also went into a decline and passed into history and with it went Mr. Ducker. In 1888 he tried the Springfield methods in Buffalo, but the effort to transfer the glory did not prove markedly successful. Later, and after the banked wood track and safety bicycle came into vogue, Ducker became manager of the Charles River Park track in Boston, but time and things had changed and he was able to leave no impress on the new order of sport. In his last letter to the *Bicycling World*, he maintained that it was the introduction of motor pace that killed the general public's interest in cycle racing affairs.

His connection with the Boston track was Mr. Ducker's last identification with the sport. But he always remained a consistent bicycle rider and about three years ago embraced the motor bicycle also and became a member of the F. A. M. During the past year he had been in failing health and his death was not unexpected. In addition to his wife, he leaves five sons and six daughters, all of them adults.

Motorcycles Under New Delaware Laws.

By the terms of the new Delaware law motorcycles are subjected to the same provisions as automobilists, save that they

COMING EVENTS

June 20, Atlantic City, N. J.—Atlantic City Wheelmen's 25 miles handicap road race; open.

June 25-27, Chicago, Ill.—Chicago Motorcycle Club's endurance contest; open.

June 27th, New York City—Amsterdam Wheelmen's Queensboro century run; open.

June 27, San Jose, Cal.—San Jose Motorcycle Club's hill climb on Alum Rock hill; open.

July 4, Alameda, Cal.—Alameda Wheelmen's race meet; open.

July 4, Penn Yan, N. Y.—Penn Yan Racing Association's motorcycle race meet; open.

July 4-5, San Francisco, Cal.—San Francisco Motorcycle Club's 500 miles endurance contest; open.

July 18, New York and Brooklyn, N. Y.—Eastern Division, Century Road Club Association's annual mid-summer century run to Sayville and return to Jamaica; open.

August 1, Brooklyn, N. Y.—Long Island Division, Century Road Club Association's bicycle and motorcycle century run; open.

are not required to have operators' licenses, nor to illuminate the rear number plate; their annual registration fee also is \$3 instead of \$5. Two number plates, displayed on the sides of the machine are called for. Non-residents from States offering similar reciprocity are exempted. The speed limits are 20 miles per hour in the open, 12 miles in built up sections, but reduced speed is required at all crossings, and when passing other vehicles and when descending steep hills. Penalties range from \$10 or 10 days for a first offense to \$25 or 30 days to \$200 or 90 days or both for subsequent offenses committed within six months, or for a third offense within that period, licenses may be revoked.

North Jersey Motorcycle Club Election.

The North Jersey Motorcycle Club, of Paterson, N. J., has elected the following officers: President, John Steele, Midland Park; vice-president, Hubbard Ferguson, Ridgewood; secretary, A. F. Hall, Midland Park; treasurer, Charles Demarest, Ridgewood; captain, T. A. Wilson, Rutherford; first lieutenant, J. E. Bender, Paterson; second lieutenant, William Woodhead, Wortendyke; color-bearer, Jacob Flaher, Midland Park.

Young Bryan Rides Too Rapidly.

William J. Bryan's son evidently is of the same clay of which other motorcyclists are moulded and the Lincoln (Neb.) police are not respecters of the Bryan person. In common with a number of other riders, young Bryan was last week rounded up for scorching and for failure to display his license number. He got off with a warning.

ORLANDO'S MARATHON

New York Italian Captures Biggest Bicycle Road Event of Last Decade—Californian Wins the Time Prize—Sixty-Three Post Entries Refused.

There have been several proud moments in the life of Joseph Orlando, a short, stockily-built Italian, who resides in Brooklyn with his wife and four children. One was some years ago, while still a youngster, when he stood in the boat that was bringing him into America and its then unknown mysteries. Another was when the Mrs. Or-



JOSEPH ORLANDO, THE FIRST MAN

lando consented to team up with him for life, and still another time that Joseph, or Giuseppe, as he was christened, felt exultant was a little over six years ago when Signora Orlando presented him with his first little bambino. But it is doubtful if Joseph ever felt prouder in his life than between one and two o'clock last Sunday afternoon, 13th inst., when hundreds of people pressed around him, shook his hand and congratulated him for winning the first great bicycle Marathon road race.

There is little more to be said of his triumph. Joseph Orlando won with his handicap of 5 minutes, he rode fairly and squarely and proved that he had more speed and stamina than the 137 other riders who started.

On the whole the first bicycle Marathon race held on Long Island's famous Merrick road last Sunday was the greatest contest of the sort that has been held in a decade, and the promoters, the Roy Wheelmen, Inc., proved that their tremendous amount of advance work had not been for naught. Of the 154 riders that entered the race, the actual number that started was 138. Of this

number an even 100 finished, though all did not come in for prizes. When it is considered that the committee refused exactly 63 post entries at the start, rather than delay the race too long, and in justice to those riders who had entered previously, the race truly was remarkable and proved in no uncertain manner that this form of sport, when rightly organized, has as strong a hold on the public as ever it had.

The Long Island Railroad Company ran a special train from Brooklyn to Valley Stream that carried perhaps a thousand people; the Amsterdam Wheelmen of New York City conducted a parade from Columbus Circle that brought many more; others came by trolley from Brooklyn and Long Island City, and still more came to Valley Stream upon their bicycles. At the start of the race approximately 60 automobiles lined up at the roadside to watch the riders go by, through the energetic policing of Mrs. Paul Thomas. Rockville Center, Baldwins, Freeport and Massapequa had their quota of spectators. In Freeport, particularly, the people were lined up on both sides of the street from one end of the town to the other. It is impossible to estimate exactly how many persons saw the race, but several persons figured that at least 4,000 people were at Valley Stream. And everyone agreed that it was a great race, with but one possible fault, that being the lateness of starting.

The promoters of the race easily explain the tardiness in starting. One of the checkers at the turn, who sometimes can borrow his employer's car, had promised faithfully to take the checkers to the Massapequa turn in his automobile. When he finally did arrive it was without an automobile and with a petulant grumble because the official handicapper had placed his son upon the mark where he belonged. After considerable delay, James J. Corbett, who started the race, bundled the officials in his car and took them to the turn. Then the crowd had to wait until the starter returned.

In order to make the required Marathon distance of 26 miles 385 yards the riders were started 385 yards north of West's Hotel at Valley Stream. Coming down this road the riders turned into the Merrick road and proceeded eastward as far as Massapequa, 13 miles. Here they turned around a barrel and came back to Valley Stream, finishing in front of West's Hotel. Because of the terrific pounding the Merrick road has received this spring from scorching automobiles, the road was very rough in spots, and in one place the riders were slowed considerably by a fresh application of tar. In view of this fact Percy O. Lawrence and Jerome Steinert, the two scratch men, rode a remarkable race when they covered the distance in 1 hour, 11 minutes 33½ seconds, or nearly six minutes better than the best previous time on the road for the Marathon distance.

After Corbett returned from taking the checkers to Massapequa there was no delay in starting the riders. Referee Will R. Pit-

man gave them the last instructions and Corbett fired the starting pistol that sent the bunch of limit "men," who had an allowance of 8½ minutes over the scratch men, on their way. This division was composed principally of small school boys. Then followed the 7½ minute markers, and in rapid succession the 7, 6½, 6 and 5½ minute groups.

In the 5-minute group were Orlando, Nic Kind, Demans and 16 other riders. One of the absentees was John Heiss, a Syracuse messenger boy, who it is said "beat" his way on freight cars all the way from that city only to get lost between New York and Valley Stream. Heiss showed up after the race had started. If any one ever had a right to weep over misfortune, it was Heiss.



PERCY LAWRENCE, THE FASTEST MAN

The 4½ minute division contained some good riders, among them being Floyd Bedell, a cousin of the famous professional brothers; John Dean, of Eatontown; Louis Surman, of Elizabeth, and Victor Anderson, of the Edgcombe Wheelmen. In the next group which left 30 seconds later were Frank Casey, a Syracuse messenger; A. R. Ives, of Meriden, Conn.; Chris Kind, Tag-nello, of the French Cable Company. In the 3½ minute group were Pettit, Bichette, Cummings, Henry, DeBruyn, Gunzer, Dunn, Giolito and Goggioli, the last two being Italian waiters. Following these were R. E. Steadman, a negro of East Hampton, Conn.; E. S. Bird, of Plainfield; P. J. Baum, of the Empire City Wheelmen, and several more or less known Italian riders.

Both the 2 and 1½ minute groups had good riders, but the one-minute bunch had plenty of class. It included Schlosser, Heidrich, Fisher, Schuster, Raleigh and Nordmark, the last-named being from Chicago, the same young man who several weeks ago won first time prize in the Grand Rapids road race.

A wait of one minute and the scratch men

departed. There was only one scratch in this group, it being Smoll, of Buffalo, who failed to show up. The others were Percy O. Lawrence, of San Francisco; J. B. Hawkins, of the Century Road Club Association; W. R. Stroud, of Philadelphia, and Charles Nerent and Jerome Steinert, both of the Roy Wheelmen.

The next news of the riders was telephoned from Freeport, about 7 miles from the finish.

"Gee, there's an awful big bunch just passed," said the man on the Freeport end of the telephone. "No. 95 is leading, 35 is second, 85 third, and 38 fourth."

A glance at the program showed that

set the pace. Those few moments probably lost the race for one of the scratch men because at the finish they were only one and one-half minutes behind the leading group. Both Paul Bichette and Charles Bahr had hard luck within five miles of the finish. After riding a wonderful race all the way Bichette broke his chain and Bahr, as stated, punctured. Bichette had to walk three-quarters of a mile before he could find some one to loan him a bicycle, but Bahr kept on with his flat tire. When the final sprint came he was out of it.

The first intimation that the race was nearing an end came when a bugle call rang out down the road. A second or so later a lot of black specks appeared upon the horizon of the Merrick road and a quarter mile from the finish these specks assumed themselves into struggling human beings. A few hundred yards from the tape one rider was seen to suddenly jump out of the bunch, closely followed by another. It was Orlando, and the way he pedaled to the finish line set the spectators cheering. Orlando was very tired, however, and the other rider, Demans, gained fast at the finish. Then followed Bedell, Murphy, Nelson, Walters, Card, Mehrman, Rhodes and Bahr, all so close that a blanket could have covered them. Five seconds later Olson finished and in straggled Kennedy. The next big bunch, consisting of six riders, had a



ORLANDO SPRINTING TO THE TAPE AND VICTORY

Official Handicapper S. H. Barnett did his work well and the riders were so handicapped that the scratch men had just as much chance to finish first as the long markers. The cracks knew this and they rode so hard that Stroud was shaken off in the first ten miles. Nerent also was dropped and Hawkins had hard work in hanging on Lawrence and Steinert. Lawrence would go out in a jump and sprint for a hundred yards or so and before he slowed Steinert was out with an even harder jump and sprint. Hawkins did his share of the pacing, too, when he was not concerned in keeping up.

The first news that came to the spectators at Valley Stream was that Charles H. Bahr, of the Century Road Club of America, who started from 6 minutes, was leading at Freeport on the way out. Bahr shook his bunch at the start and rode until he was tired, then waited until he was overtaken. Then he would jump again and repeat the process. He was the first to make the turn at Massapequa and led until within five miles of the finish, when a puncture shattered his hopes. The second rider at Massapequa and just behind Bahr was M. S. Walters, a veteran, who surprised everyone by his consistent riding. Then followed Wm. C. Nelson, Alfred Olsen, Frank Mehrman, Thomas Kennedy, Louis Card and A. Rovere in quick succession. Steinert, Lawrence and Hawkins, the surviving scratch men, were so close up to the leaders that it was though they would have no difficulty in overhauling every rider in the race.



FINISH OF THE SCRATCH MEN IN THE BICYCLE MARATHON

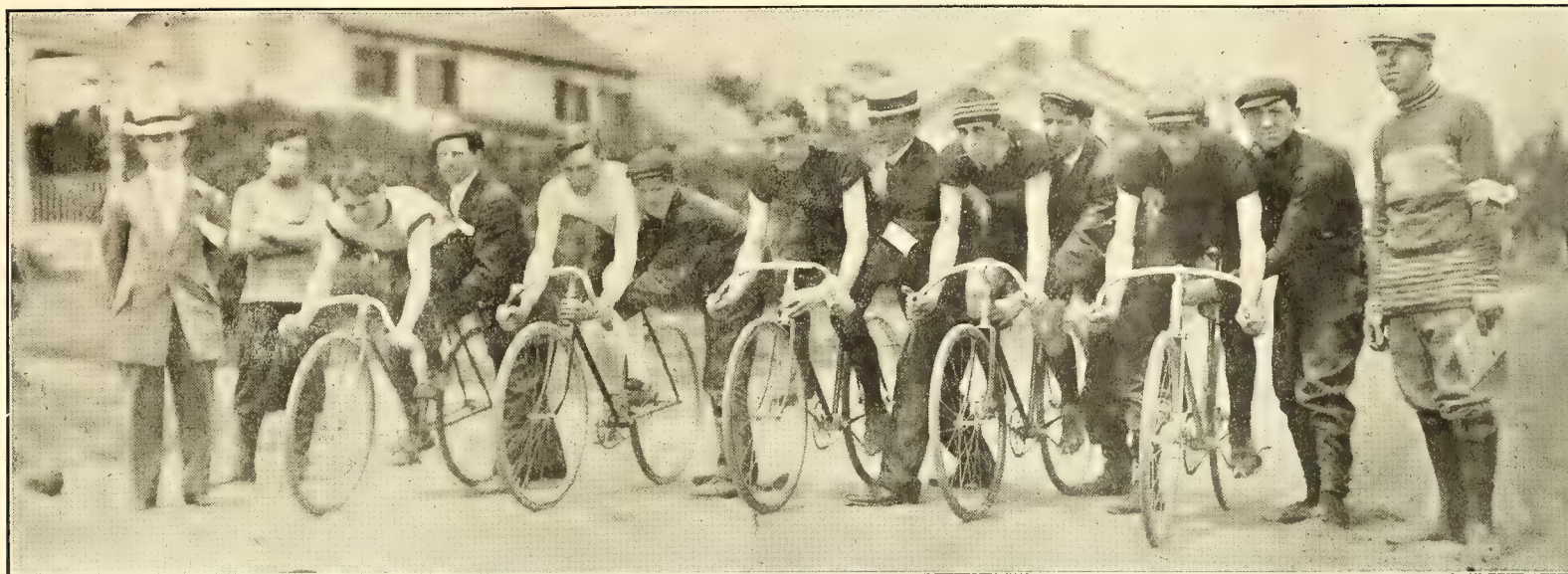
these riders were, in the order named, A. R. Ives, Meriden, Conn.; Bahr, Bedell and Nelson.

Soon after came the news that another big bunch of riders had passed through Freeport, with No. 55 leading.

It later developed that No. 55 was Orlando, and the division that he led overhauled the first division at Baldwins, two miles further on. The scratch men in the meantime had overhauled a big bunch and thinking they were going fast let the others

sprint for the finish, in which George W. Harris, the "Major" Taylor, of Philadelphia, triumphed. After that they seemed to come altogether and the scorers had a busy time taking numbers.

Percy Lawrence defeated Steinert by a good length in the sprint of the scratch men, and Hawkins finished close to Steinert. A wheel's length behind was Henry Surman, of Elizabeth, and a couple of lengths behind him was Nordmark, the Chicagoan, who defeated Reese Hughes by



THE SCRATCH MEN—STEINERT, LAWRENCE, NERENT, HAWKINS AND STROUD

three quarters of a length. Then Fisher, with a big gash across his back, received in a fall; Carman, Pike, Raleigh, Becht and Brennan, and after that, seventy riders until they all had finished.

Orlando, the winner, is a native of sunny Italy, having been born in Padula, April 12, 1881. He is a member of the Empire City Wheelmen and lives in Brooklyn with his wife and four children, ranging from 6½ years to 9 months. He began riding in 1901, and the following year, June 15th, to be exact, he won his novice race at Vailsburg. In 1903 he finished fifth in the Irvington-Millburn race. The race last Sunday was the first road race he ever won. Orlando rode a 92 Cleveland bicycle, while Demans, who finished second, and who also had an allowance of 5 minutes, rode a 91 Pierce. Percy O. Lawrence, who won the time prize and broke Rex Barber's record of 1:17:20, rode a 96 Columbia.

There was only one accident and only one protest. The accident befell Izie Zucker, a Hungarian, who fell while trying to cross the car tracks at Rockville Center. He was carried to a nearby drug store, and Dr. J. P. Thornley, chairman of the competition committee of the F. A. M., who acted as official surgeon, soon motorcycled to the scene. After attending to Zucker, who seemed to be suffering from shock and a deep gash under one eye, Dr. Thornley had him removed to the Mineola Hospital. The only protest was in the case of Tony Giordano, of Jersey City, who finished 52d, but

who would have come in line for one of the Spalding school boys' medals. George Bennett Smith, an old time rider of Freeport, testified that Giordano, whom he knew only by number, persisted in "hanging on" to his automobile even after being warned several times.

So far as the officials are concerned the first bicycle Marathon resembled a gathering of the clans of old. "Happy Days" Will R. Pitman, the "time-tried and true," to borrow a Pierce phrase, referee of the former Irvington-Millburn race, acted in a like capacity, and Paul "Alphabetical" Thomas did heroic work as starter and clerk of the course. James J. Corbett, the former heavy-weight champion, started the riders with much zest, and frankly admitted to a Bicycling World man that it was "like old times." Corbett once had aspirations of becoming a bicycle rider until the lamented "Jimmy" Michael defeated him in two match races. Among the other officials present were the following:

Associate referees—D. M. Adey, National Cycling Association; W. H. Burgess, of A. G. Spalding & Bros., and B. A. Edgar, Pope Mfg. Co. Judges—F. V. Emmons, Diamond Rubber Co.; H. T. Mayo, C. R. C. A.; John Garaty, C. R. C. A.; P. A. Dyer, C. R. C. of A.; A. G. Armstrong, C. R. C. of A. Official handicapper—S. H. Barnett, Empire City Wheelmen. Timers—Dr. A. C. Griffin chief, C. R. C. A.; William Felhaber, Robert Stoll, N. Y. A. C.; J. H. Castles, C. R. C. A., and R. S. Campbell, C. R. C. of A.

Scorers—Lal Ruch, chief, C. R. C. A.; Emil Greenbaum, C. R. C. A.; Bob Lawson, Amsterdam Wheelmen; E. G. Grupe, C. R. C. of A., and H. S. R. Smith; Roy W. Flagman—J. J. O'Connor, Providence M. C. Checkers at turn—H. A. Gliesman, Tiger Wheelmen; Fred E. Mommer and H. E. Grupe, C. R. C. of A.; Charles Levy, C. R. C. A., and Roger Colardeau, Roy Wheelmen. Surgeon—Dr. J. P. Thornley, Federation of American Motorcyclists. Bugler—Gaston Gerard, Roy Wheelmen.

The racing committee of the Roy Wheelmen, Inc., through whose untiring efforts the race was made the big success it was consisted of Fred E. Mommer, Alfred H. Seeley, Jean Roy, Samuel R. Morrison, F. L. Valiant, Paul Bichette, H. A. Gliesman and Battiste Seube.

On Monday night Orlando, Lawrence and Steinert and the race committee occupied two boxes at the American Music Hall, in Forty-second street. A big laurel wreath hung over the box in which sat the riders and these three riders later were introduced from the stage. They got as much applause as did some \$2,000 a week real actors who followed. After the theatre the entire party was whisked down to Mouquin's restaurant where a supper was tendered them by Louis C. Mouquin, who took considerable interest in the race. It is superfluous to add that everyone in the party "broke training."

The prizes will be awarded Monday evening, 21st inst., at the Roy Wheelmen's club rooms, 125 West Twenty-sixth street.

SUMMARY OF ROY WHEELMEN'S MARATHON ROAD RACE

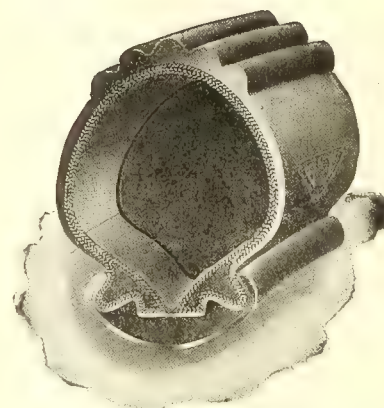
Pos.	Name and Club.	Age.	Weight.	Bicycle and Gear.	Handicap.	Time.
					Min.	H.M.S.
1	Joseph Orlando, Empire City Wheelmen.....	28	125	92 Cleveland	5	1:15:30
2	Patsy Demans, National A. C.....	19	150	91 Pierce	5	1:15:30½
3	F. W. Bedell, Baldwin, N. Y.....	26	181	96 Columbia	4½	1:14:39½
4	T. J. Murphy, 23d Reg. A. A.....	21	135	88 Pierce	5½	1:15:39½
5	Wm. C. Nelson, 23d Reg. A. A.....	21	145	92 Columbia	6	1:16:09½
6	M. S. Walters, C. R. C. Assn.....	39	175	88 Reading Standard	6	1:16:10
7	Louis Card, C. R. C. Assn.....	22	155	91 Columbia	6	1:16:10½
8	Frank Mehrman, Empire City Wheelmen.....	20	115	88 Hudson	6½	1:16:40½
9	A. E. Rhodes, Empire City Wheelmen.....	44	148	100 Special	5½	1:15:40½
10	Charles H. Bahr, C. R. C. of America.....	17	136	88 Tribune	6	1:16:41
11	Alfred Olsen, Montclair, N. J.....	20	145	92 Columbia	5½	1:15:45½
12	Thomas Kennedy, C. R. C. Assn.....	19	125	88 Indian	6	1:16:20
13	G. W. Harris, Philadelphia	17	125	92 Hudson	4	1:14:37

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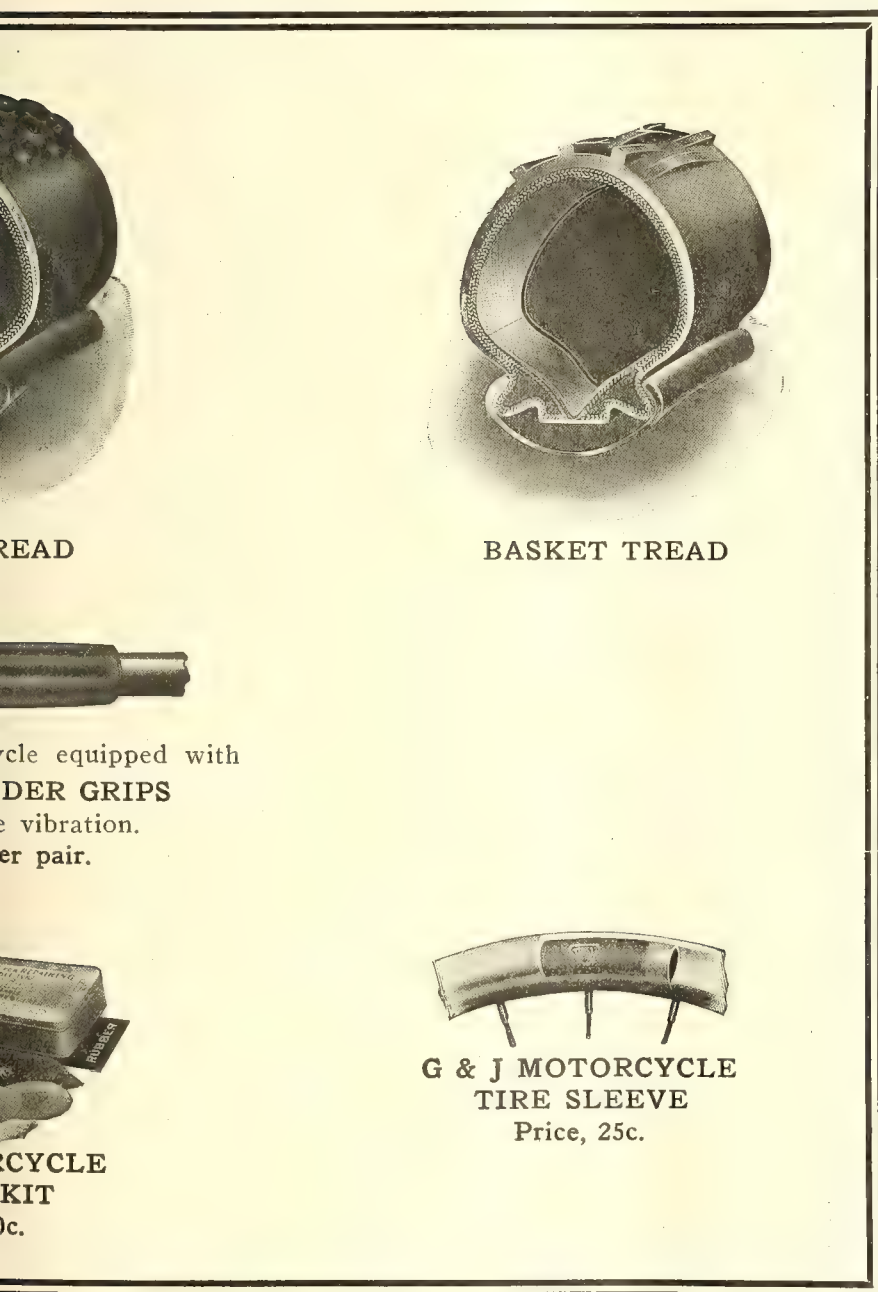
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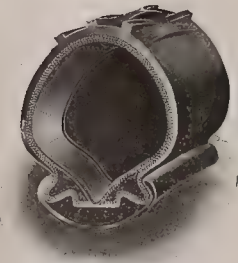
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Buffalo

Philadelphia
Toledo, O.

Pos.	Name and Club.	Age.	Weight.	Bicycle and Gear.	Handicap. Min.	Time. H.M.S.
14	W. F. Cummings, C. R. C. of America.....	20	130	84 Columbia	3½	1:14:07½
15	William Pettit, Rockville Center, N. Y.....	22	168	98 Columbia	3½	1:14:07½
16	Frank Casey, Western Union, Syracuse.....	18	125	84 Special	4	1:14:37½
17	Fred Hensch, Jersey City	25	150	88 Reading Standard	4	1:14:37½
18	Henry E. Johnson, Providence, R. I.....	18	110	88 Pierce	4	1:14:41
19	Otto Sanger, Ardsley, N. Y.....	32	150	84 Reading Standard	4	1:14:41½
20	Percy O. Lawrence, San Francisco.....	21	135	96 Columbia	Scratch	1:11:33½
21	Jerome Steinert, Roy Wheelmen.....	24	122	92 Pierce	Scratch	1:11:33½
22	J. B. Hawkins, C. R. C. Assn	22	138	92 Reading Standard	Scratch	1:11:34
23	Henry Surman, Elizabeth, N. J.....	34	150	91 Racycle	2½	1:14:04½
24	P. A. Nordmark, Chicago, Ill.....	19	170	87 Special	1	1:12:34½
25	Reese Hughes, Edgecombe Wheelmen.....	35	143	92 Columbia	1½	1:13:04½
26	Franklin Fisher, Empire City Wheelmen.....	33	150	92 Hudson	1	1:12:34½
27	Stanley Carman, Empire City Wheelmen.....	20	155	88 Pierce	1½	1:13:04½
28	Jesse R. Pike, C. R. C. of America	18	145	91 Pierce	3	1:14:35
29	Walter Raleigh, Acorn A. A.....	23	138	96 Columbia	1	1:12:35½
30	John Becht, Empire City Wheelmen	22	175	92 Pierce	2	1:13:35½
31	John Brennan, N. T. V. W.....	21	138	92 Yale	2	1:13:46½
32	John Dean, Eatontown, N. J.....	19	168	92 Pierce	4½	1:17:19
33	Alvin Loftes, Cranston, R. I.....	19	157	96 New England	1½	1:14:26
34	C. M. Schlosser, Xavier A. C.....	21	160	92 Iver Johnson	1	1:13:56½
35	Louis Surman, Elizabeth, N. J.....	25	148	88 Emblem	4½	1:17:26½
36	F. W. Harris, Central H. S., Philadelphia.....	15	90	88 Yale	4	1:16:56½
37	A. Manzollilo, Hicksville A. C.....	27	142	88 Reading Standard	5	1:17:56½
38	George Simon, Plainfield Cycle Club.....	18	120	92 Pierce	4½	1:17:27
39	Joseph Schuster, C. R. C. Assn.....	21	120	88 Hudson	1	1:13:57½
40	W. A. Rhodes, Empire City Wheelmen	16	90	88 Special	7	1:19:57½
41	Peter Smith, New York.....	27	145	88 Columbia	7	1:20:06
42	William Fuchs, C. R. C. Assn.....	26	130	96 Columbia	4½	1:17:40
43	Santo Benichasa, Empire City Wheelmen.....	21	140	87 Liberty	3	1:16:57
44	A. Rovere, waiter, New York	15	115	84 Columbia	7½	1:22:08
45	Chris Kind, Tiger Wheelmen.....	30	138	92 Iver Johnson	4	1:18:44
46	Herman Lind, Empire City Wheelmen.....	30	130	91 Columbia	1½	1:16:33
47	George Glunz, C. R. C. Assn.....	24	145	91 Hudson	5	1:20:14
48	P. C. Heidrich, Talbert A. C.....	29	127	84 Columbia	1	1:16:14½
49	Emile Plancon, Brooklyn	28	155	88 Pierce	5½	1:20:44½
50	A. R. Ives, Meriden, Conn.....	34	156	84 Hudson	4	1:19:14½
51	Nic. Kind, Tiger Wheelmen	31	143	92 New England	5	1:21:19
52	Tony Giordano, Public School, Jersey City.....	14	108	84 Summit	8½	1:24:49½
53	Charles Nerent, Roy Wheelmen	22	150	92 Pierce	Scratch	1:16:19½
54	R. L. Guttridge, Plainfield, N. J.....	—	—	92 Pierce	2	1:18:24
55	W. R. Stroud, Philadelphia	35	146	91 Pierce	Scratch	1:16:31
56	Charles Benisch, New York	19	150	96 Pierce	5	1:21:31
57	Peter Sorenson, Empire City Wheelmen	31	165	88 Hudson	2	1:18:31½
58	George Henry, Tiger Wheelmen	24	138	88 Reading Standard	3½	1:20:01½
59	Stanley F. Winnis, New York	18	140	88 Castle	6	1:22:31½
60	James McCue, Roslyn, N. Y.....	32	149	92 Pierce	3	1:19:32
61	Matt Barnett, Empire City Wheelmen	22	137	84 Pierce	7½	1:24:16
62	Paul Bichette, Roy Wheelmen	30	165	92 Roy	3½	1:20:17
63	John Pipp, Yonkers, N. Y.....	20	135	84 Special	6	1:22:47½
64	Efedio Dagastino, Akron Wheelmen	23	140	96 Akron	3	1:19:47½
65	Arthur H. Schwalbach, M. T. H. S., Brooklyn.....	17	145	88 Reading Standard	5½	1:22:27
66	Frank MacMillan, Tiger Wheelmen	34	155	96 Thistle	2	
67	Umberto Rovere, Mcuquin's Rt.....	18	145	84 Brennabor	3	
68	S. C. Haberle, Plainfield C. C.....	—	—	88 Pierce	3	
69	Sylvain Segal, C. R. C. Assn.....	20	168	88 Columbia	5½	
70	E. S. Bird, Plainfield C. C.....	—	—	— Special	2½	
71	Jacob Steuby, Brooklyn	18	133	84 Cleveland	2	
72	Daniel Gordon, Brooklyn	24	104	88 Reading Standard	7	
73	C. A. Mohrman, N. Y. N. G., Brooklyn	18	128	84 Hudson	4	
74	Chas. J. Hutmacher, C. R. C. of America.....	18	132	92 Reading Standard	5	
75	Fred C. Siebinger, C. R. C. of America.....	19	110	84 Columbia	5	
76	Jesse H. Ketcham, Waukegan C. C.....	18	128	92 Pierce	6	
77	Walter Willrich, Farmingdale A. C.....	17	150	96 Pierce	5½	
78	John Bogle, Rutherford, N. J.....	19	145	96 Hudson	4½	
79	Emile Fraysee, C. R. C. of America	22	130	84 Akron	5	
80	Giovanni Giolito, waiter	17	120	84 Tribune	3½	
81	Peter Hensch, Jersey City	—	—	— Pierce	1	
82	R. E. Steadman, East Hampton, Conn.....	37	150	104 Iver Johnson	3	
83	Emile Kuster, Edgecombe Wheelmen	23	148	96 Edgecombe	4½	
84	Martin Frank, Newark, N. J.....	17	134	92 Pierce	6	
85	Harvey Pettit, Baldwin P. S., Baldwin, N. Y.....	14	92	96 Columbia	8½	
86	Guido Clerici, Union Sportiva Italiano	25	144	92 Akron	3	
87	Henry J. Murphy, Empire City Wheelmen	18	129	82 Iver Johnson	7½	
88	D. Dunn, Orpheum, Mt. Vernon	23	165	88 Cleveland	3½	
89	S. R. Morrison, Roy Wheelmen	41	155	88 Pierce	1½	
90	Patsy Smorra, Italy	19	120	84 Pierce	6½	
91	Octave Barton, New York	26	139	96 Tribune	2	
92	Robert Garrow, Bayonne, N. J.....	18	150	81 Spalding	7	
93	Martin G. Smith, Elmsford, N. Y.....	22	143	84 Reading Standard	5	
94	John McGuinn, Public School, Brooklyn	13	95	87 Pierce	8½	
95	John De Bruyn, Roy Wheelmen	19	135	91 Hudson	3½	
96	Walter Pettit, A. A. A., Baldwin, N. Y.....	18	153	96 Iver Johnson	6½	
97	Louis Bellerino, New York	18	115	84 Pierce	4	
98	John Whalen, C. R. C. A.....	—	—	— Special	4	
99	Harry Moore, Owl C. C., Newark	—	150	86 Reading Standard	6½	
100	Edwin J. Hunt, Saratoga Springs, N. Y.....	43	140	84 Columbia	6½	

TWO BATTLES ROYAL AT NEWARK

Kramer Defeats Clarke in Match Race and Scratch Event—Root and Fogler Both Disqualified in Pursuit Race.

After all is said and done, Frank L. Kramer, of East Orange, is the speed marvel of the age. Without discounting the performances of any other riders, Kramer, at the present time, to employ the vernacular, "has it on all of them." He demonstrated that on Wednesday night last, 16th inst., at the Newark Velodrome when he defeated A. J. "Rocket" Clarke in two straight heats of their match, and also won the five miles open professional. In the former event Clarke did not show speed; in the latter he displayed poor head work. Clarke plainly is too fat. Undoubtedly he will ride faster than he did on Wednesday night, and doubtless he will defeat Kramer before the season is over. But he will have to fly to do it. Never in his long career as a racing man has Kramer showed more speed than at the present time, and there are some that say he is too fine, that he will not last, but that is not the point of this story or does it concern any one at the present time.

Kramer was a real hero on Wednesday night. When he defeated Clarke in two heats of their match the great throng of 8,000 people rose from their seats and cheered the sturdy Jerseyman. Though they were Clarke's friends they could not help being swept off their feet by admiration of Kramer's splendid victory and when some of Kramer's more boisterous adherents jumped over the barrier that separates the grandstand from the track, lighted some fireworks, lifted Kramer from his bicycle and carried him shoulder high to his training cabin, enthusiasm knew no bounds.

In the same breath it might be remarked that Floyd A. Macfarland, Clarke's mentor, is one good sportsman. Macfarland had wagered \$200 of his hard earned money upon the outcome of the race, but when his little protege was defeated "Long Mac" did not berate Clarke for losing or did he show any visible signs of the chagrin he must have felt. "Mac" simply smiled all the time and was heard to say to Clarke:

"Never mind, Jackie, the season isn't over yet."

That's Macfarland all over—a big, husky six feet of good nature.

Taken all in all the race meet last Wednesday night was one of the greatest ever witnessed at either the new six laps Newark Velodrome or at the old four laps Vailsburg board track, which preceded it. There were easily 8,000 people in the enclosure. The grandstand and boxes were crowded to discomfort and the mammoth sections of bleacher seats filled up soon, filled to such an extent that the crowd had to be turned into the infield. It was the

inaugural night meeting at the Velodrome—one postponement having been necessary because of rain—and it was a huge success. It is too bad that all race meets could not be at night. It is far more pleasant to sit in the cool air watching the riders circle the pine saucer, eerie-like ghosts flitting in and out of the shadows under the refulgence of the arc lights, than to watch the same kind of races between moments of wiping the perspiration off one's brow and mentally damning the hot weather. Perhaps that is why everyone took such a keen interest in the racing on Wednesday night. Then again, the most important match race may have been the actual lode-stone.

There was a little parleying before the start of the first heat. Macfarland tried to get Kramer's "goat." It was down on the program that the first heat was to be ridden unpaced and it didn't really make any difference to Clarke how it was run. Macfarland insisted upon pace, however, and finally Manager Chapman and Referee Kelsey were brought into the argument, the issue was decided by the toss of a coin. Kramer won the toss, and there was no pace.

Clarke, attired in a zebra-effect jersey had the pole and after some little indecision struck out at a pleasure gait. The first lap ended slowly with Clarke in the lead and Kramer sitting up slapping his legs. In the backstretch of the fourth lap Clarke began to unwind slowly and upon the turn into the stretch rode a bit high with the evident intention of making a jump. If this was in his mind Kramer beat him to it for with a lightning-like motion the champion jumped through on the pole and took the lead. There was no delaying now. The race was on in earnest. Kramer sprinted and Clarke did likewise. Kramer was never in danger during the last lap. He held Clarke off and won by three quarters of a length.

In the second heat Jimmy Hunter was put in to pace for four laps and Hunter went through all the motions of riding. Clarke got Hunter's wheel and stayed in front after Hunter dropped out. The bell lap began with Clarke in front going fast and at three-quarters of the distance Kramer looked in for a beating. He had a wonderful finish sprint, however, and in the homestretch came down the boards like an infuriated hawk after its prey. It was a magnificent battle and Kramer gradually worked even and then Clarke tired. The little Australian was game to the core though, and with a dying effort he kicked the pedals over the finish line. But Kramer got there a half length before.

Then the torchlight procession with Kramer on the shoulders of his loyal supporters, which is not a pun, but the literal truth.

With all due respect to Kramer's prowess it must be said that Clarke made a more wonderful ride in the five miles scratch than did the champion. Poor generalship alone lost the race for Clarke. The race started with 21 riders on the track and Manager Chapman put in human single pace to keep

the riders going all the time. It was a happy thought and the crowd appreciated the pretty sight of the riders pedaling around the saucer at a pace in accordance with their ability. John Bedell's hard luck still pursued him; he punctured in the second lap. There were no diverting incidents until two laps from the finish when the pace dropped out and Drobach started for home with Root on his wheel and Kramer in third position. Clarke was nearly last two laps from the finish and in tenth position at one-half lap to go. His ride from that position around nine men was one of the most remarkable sights ever seen on the Newark track. Kramer won, with Clarke second, but had the little Australian used headwork in the same proportion that he did speed the result might have been different.

Referee Kelsey made a remarkable decision in the unlimited professional pursuit for which the men qualified by riding sprint heats. In the toss for position Fogler drew the tap mark, while Root managed to get placed upon the next mark back of Fogler. It so happened that Root drew up to Fogler but would not go around, which was not Fogler's fault. Perhaps Root could not sprint around Fogler, for when Fogler began to unwind Root dropped back about ten yards. Schlee tagged John Bedell first and then Krebs was eliminated by Fenn. Root finally went around Fogler in the 13th lap, while Fogler thinking that Root had been disqualified, kept on going for another lap until ordered off the track. At three miles Fenn, Rupprecht and Root were left upon the track. Root was leading when Fenn passed Rupprecht and the race stopped. The order of finish was Root, Fenn, Rupprecht, Fogler, Krebs, and Bedell. Referee Kelsey disqualified both Root and Fogler. It was the opinion of many that Root only should have been disqualified, as Fogler could not make him go around.

In the mile invitation handicap for professionals Anderson was put on scratch, but he did not have a chance to overhaul the men on the long marks. Halstead with 85 yards handicap won the race easily, with Drobach (60) second, and West (45) third. The distance was covered in 1:56½, which is fast riding. The finish between the first six men was very pretty, there being two rows with three men abreast in each row.

Percy Lawrence won the final heat of the mile open amateur so easily that it was a shame to take the prize. "Only" half the length of the stretch separated him from the next nearest rider at the finish. Maurice Vanden Dries, Joe Mesigal and another rider whose identity could not be learned, took a fall in the bell lap. Lawrence was prevented from qualifying in his heat of the half mile handicap by a puncture. In the final heat Mesigal, who is beginning to show marked improvement, rode well and managed to beat Magin. The summaries:

Unlimited pursuit, professional—Won by W. S. Fenn, Bristol, Conn.; second, Edward

Rupprecht, Newark; third, Floyd Bedell, Newark; fourth, John Bedell, Newark. Distance, 3 miles 1 lap; time, 7:14. E. F. Root and Joe Fogler, who finished first and fourth, respectively, were disqualified.

One-half mile handicap, amateur—Won by Joseph Mesigal, Chicago (55); second, Jacob Magin, N. T. V. W. (10); third, Maurice Ven den Dries, New York (30); fourth, Clarence Carman, National A. C. (15). Time, 0:56½.

One mile match, professional, between Frank L. Kramer, East Orange, N. J., and A. J. Clarke, Melbourne, Australia—First heat won by Kramer. Time, 3:39½. Second heat and match won by Kramer. Time, 2:03½.

One mile invitation handicap, professional—Won by Alfred Halstead, Sacramento, Cal. (85); second, Peter Drobach, Boston (60); third, Fred G. West, San Francisco (45); fourth, Thomas Smith, Newark (80); fifth, W. L. Mitten, Davenport, Ia., (60). Time, 1:56½.

One mile scratch, amateur—Won by Percy O. Lawrence, San Francisco; second, Courtney Peer, N. T. V. W.; third, Earl L. Adams, Montclair; fourth, Ernest Jokus, N. T. V. W. Time, 2:20¾.

Five miles scratch, professional—Won by Frank L. Kramer, East Orange, N. J.; second, A. J. Clarke, Melbourne, Australia; third, W. S. Fenn, Bristol, Conn.; fourth, E. F. Root, Melrose, Mass. Time, 10:38¾.

San Francisco Seeks Representation.

Considering that Northern California is entitled to F. A. M. representation of some sort, the San Francisco Motorcycle Club at its last meeting nominated one of its members, Dr. Letch, as a candidate for membership on the National Competition Committee, and will seek to have him appointed by the next administration. At present all of the F. A. M. officials on the Pacific Coast are located in or near to Los Angeles, and the San Franciscans feel that it is not exactly the way to do full justice to the rest of the District.

Track Rumor that Follows Sunday's Rain.

Because of rain on Sunday afternoon last both the meets that were scheduled at the Newark Velodrome and the Clifton Stadium had to be called off. The feature at the Clifton Stadium will be "brassard" paced race Macfarland, Galvin, Moran and Collins. There is a rumor afloat that Galvin, Moran, Derosier and Turville have leased the Clifton Stadium for a term of years, but the report has not been confirmed.

Kline Wins at Shriners' Meet.

A five miles event for motorcycles of 30½ cubic inches displacement or less opened the program of gasoline racing which the Shriners of Louisville, Ky., had arranged for Wednesday, 9th inst., at Douglas Park. It was won by H. J. Kline (Harley-Davidson) in 7:56. L. Buckner (Excelsior) was second.

FREE RACING DRAWS GREAT CROWD

Sixteen Thousand People Attend Mixed Meet in Denver—Bicycle and Motorcycle Events Furnish Fine Sport.

With a monster crowd of more than 16,000 people in attendance the bicycle and motorcycle meet at the Cleveland Park track, Denver, Col., on Saturday last, 12th inst., was far and away the most successful sporting event ever held in the Queen City. The meet was promoted by the Denver Times, which the week previous had conducted the bicycle Marathon, and as free admission prevailed thousands of Denver sport lovers journeyed out to the park to witness the exciting racing.

The crowd that saw the racing will be long remembered in Denver. It is said to have been one of the very largest, if not actually the largest, which ever passed into Overland Park. The races started at 1:30 p. m., but long before that time the crowd had filled the stand and had commenced to spread out into the bleachers. They came in street cars, automobiles, railroad trains and every other conveyance, and by the time the second race was called, the paddock and infield had begun to fill. Street cars ran upon two minutes headway, while the Denver & Rio Grande ran special trains every fifteen minutes for an hour or so before the meet started. It was derby day and State fair crowded into one, in point of attendance, and that the spectators were thoroughly interested was attested by the fact that not more than a hundred persons left the track until after the last race had been run.

While the bicycle races received a large share of attention it was the motorcycle events that gave the thrills and brought the thousands to their feet. In the 20 miles handicap the duel between Boyd and Gray kept the crowd constantly on its feet.

There was only one accident and that did not amount to anything. Just as he left the post in the ten miles handicap or twin cylinder machines the carburetter of the R-S, ridden by Harold Boot, caught fire. Boot managed to extinguish the blaze and continued. While he was grinding out a fast pace a tire punctured and Boot and his machine precipitated through the fence. He was bruised about the head and hands, but not seriously enough to be removed to the hospital.

Rex Barber, the Grand Junction young man who, the week previous had won the Times's Marathon, demonstrated that he is just as good upon the track by winning the Marathon that was held there. The field kept well bunched until near the finish, when Barber jumped out and won easily. The summaries:

One mile bicycle—Won by Ed. A. Green; second, Rex Barber; third, Frank Starbird. Time, 2:13¾.

Five miles bicycle—Won by Ed. A. Green; second, Rex Barber; third, Joe Hutchinson. Time, 12:19¾.

Marathon race (26 miles, 385 yards)—Won by Rex Barber. Time, 1:11:15.

Five miles scratch, for single cylinder machines—Won by Earl W. Armstrong (Thor); second, G. R. Boyd (Indian); third, Ralph Baird. Time, 5:56.

Ten miles handicap, for singles—Won by Joe Wolter (Apache); second, Earl W. Armstrong (Thor); third, Walter Combs (R-S). Time, 11:55.

Ten miles handicap, for multicylinder machines—Won by G. R. Boyd (Indian); second, Carroll M. Clark (Thor); third, Clyde M. Hanna (N. S. U.). Time, 10:52.

Twenty miles handicap, free-for-all—Won by Earl W. Armstrong (Excelsior); second, Joe Wolter (Merkel); third, G. R. Boyd (Indian). Time, 24:05.

Five miles for multicylinder machines—Won by G. R. Boyd (Indian); second, L. P. Brown (Indian); third, Joe Wolter (Apache). Time, 5:39¾.

Two miles for single cylinder racing machines—Won by Joe Wolter (Apache); second, Earl W. Armstrong (Excelsior); third, Walter Combs (R-S). Time, 2:32¾.

Two miles for twin cylinder racing machines—Won by G. R. Boyd (Indian); second, Clyde M. Hanna. Time, 2:23.

Bay City Leads for Stockton Trophy.

The Bay City Wheelmen won the Stockton trophy for the second time at the Stadium, San Francisco, on June 6th, and are now in the lead for permanent ownership of the cup, which must be won three times by the same club. The Bay City Wheelmen won by a narrow margin of one point over the Oakland Wheelmen, the former's pointage being 14. The Beckley Wheelmen scored 10 points, the New Century 7 points; the Garden City 6 points and the Golden City Wheelmen 3 points.

Five points were allowed for first place in each heat, three points for second and one point for third, while the winner of the second fastest heat received three additional points. The Bay City Wheelmen won the trophy by winning two heats, one second and one third. F. H. McLaughlin and P. Quevillon were the winning riders for the club. The fastest heat of the day, each of the heats being at 5 miles, was ridden by Hartwell of the Berkeley Wheelmen. The time in which he covered the distance was 15:57¾.

San Francisco Cards Long Endurance Run.

Taking advantage of the two days business suspension caused by Independence Day falling on Sunday this year, the San Francisco (Cal.) Motorcycle Club has announced a 500 miles endurance run to San Louis Obispo and return on July 4-5. To offset the unusual distance, it is said that the roads are above the average. A silver cup constitutes the trophy which will be awarded to the rider making the highest score.

KELLOGG STARS AT PHILADELPHIA

Chapple Fights Him Hard in Feature Event
and Also Scores a Victory—Trade Man
Wins Private Owner Event.

New York in the persons of A. G. Chapple, Stanley T. Kellogg and Fred Vollker swooped down on Philadelphia on Saturday last, 12th inst., and gathered in nearly everything it went for. Incidentally Chapple and Kellogg became champions of the Philadelphia Motorcycle Club, of which they are members. The occasion was the first race-meet promoted by the Philadelphia Motorcycle Trade Association, which was held on the Old Point Breeze mile track, and which attracted about 1,500 spectators.

It was the first time in "quite a spell" that Kellogg, who had written his name all over the record and championship table,

perts, against which no protest was made, although Referee Shaw refused to allow Fieler, the Merkel agent, to start because his machine was similarly equipped. Owing to the scarcity of entries the Philadelphia Trade championships were changed to open events.

In the 5 miles club championship for single cylinder machines Chapple (4 Indian), and H. Klebes (4 R-S), had a hot fight for 4 miles, first one leading and then the other. On the last lap, however, Chapple forged ahead, and led Klebes by 25 feet at the tape. Banes (Merkel) trailed Klebes at a similar distance. The winner's time was 6:04.

While in the lead in the 5 miles club championship for twins, Chapple's rear tire burst when passing the stand spoiling a close and exciting race. He had drawn a lead of 100 feet at the start, and was leading Kellogg on a Merkel by inches, in a neck and neck struggle, when the mishap occurred in the second mile. With Chapple out of the way Kellogg was never again in danger

1:01½. On his second flight Chapple registered 1:03. When Kellogg on his second onslaught devoured the first half in 0:27½ the old occupants of the record table prepared to emigrate, but on the back turn he struck a rut and ran on the grass of the inner bank. Thinking that this mishap had cost too much time to warrant further efforts, Kellogg sat up in the stretch and finished in 1:03¾.

The good sport furnished in the previous events had whetted the appetites of the spectators, and the tension was keyed up to a high point for the star event of the day, the 25 miles open, in which nine riders started. Chapple took the lead on the first turn and led the field until the second mile, when Kellogg went to the front and was never again headed. Interest centered in the fight between Kellogg and Chapple, who had a hammer and tongs battle for 23 miles. The big twins were evenly matched and came down the stretches, wheel to wheel, passing the singles as if they were



ONE OF THE FIGHTING FINISHES AT THE PHILADELPHIA MEET

had appeared in competition, and meanwhile he had gone into business for himself and also taken unto himself a wife. But he demonstrated that the added responsibilities have not subtracted from either his skill or his daring. He rode a 7 horsepower, chain driven Merkel which had reached Philadelphia from the factory that very afternoon without even having been tried out, but the combination of man and machine were equal to the winning of two events, including the feature event, the 25 miles open. Chapple won the club championship for singles in good style, but suffered hard luck in the twin championship, when he punctured, and in the ten miles, 30:50 class, when he broke a chain. Excepting the novice race, which was won by B. Darling, of Philadelphia, the New Yorkers captured all save the 30:50 race, and the event for private owners, both of which fell to L. Steinhäuser, a local rider, who proved his calibre. The novice race at the three miles distance, which was the opening number on the program, proved a runaway for Darling on a 3½ Bradley, who was clocked in 4:35. Joseph Rosa, 4 R. S., and W. E. Collins, 3½ Yale, finished in the order named.

Darling's victory was attributed to the fact that his machine had open auxiliary

and completed the distance in 5:33¾, lowering the previous record of the track by 9 seconds. Fred Voelker (6 N. S. U.) was the runner-up; H. P. Shea (3½ N. S. U.) was third.

Although in the employ of the maker of the machine he rode, Steinhäuser (3½ Bradley) was allowed to start in the 5 miles race for private owners, and he made a runaway of it, winning in 6:11¾. F. M. Yewdell (3½ Bradley), and Joseph Rosa (4 R. S.), put up a good fight for second place, the former winning.

Misfortune again overtook Chapple in the 10 miles for singles, when it seemed that he was a sure winner. When leading by a good margin on the last mile, his chain broke as he was entering the homestretch, allowing Steinhäuser to walk into first place. E. T. Banes (3½ Merkel) was second. Steinhäuser's time was 11:18.

Kellogg and Chapple next attempted alterations in the track record of 1:00¾ for the mile, made by the former last year. Although no limit was placed on the number of trials allowed, each man was satisfied with two attacks on the figures, both of which were unsuccessful. Chapple opened the ball, and was clocked on his first circuit in 1:02½, and Kellogg went around in

going backwards. On the 23d mile Chapple misinterpreted a signal to Kellogg as an indication of the finish and slowed down, which cost him all chance of victory. Kellogg went on and finished in 26:15½, hanging up a new track record for the distance. Fred Vielker, on his 6 N. S. U., who was plugging along behind the two big guns, finished second. Third place went to Steinhäuser.

During the afternoon several machines caught fire from leaky gasoline connections and open ports, but no serious damage was done. Klein on his Harley had a flare up and rolled off his machine while reeling off a 30 clip, but was not injured. Banes had three blazes, caused by gasoline dripping on the portholes, but the machine was only slightly scorched.

The track was very dusty and rather bad on the corners, owing to the recent rains. Although the spectators crowded on to the track, and at times it seemed as if danger threatened, no accidents occurred. In a preliminary workout Alonzo Curtis lost control of his machine, on a turn and crashed into the fence. He was badly injured and was taken to an hospital. The summaries:

Three miles novice—Won by B. Darling, 3½ Bradley; second, Joseph Rosa, 4 R-S;

third, W. E. Collins, 3½ Yale. Time, 4:35.

Five miles for machines not exceeding 30.50 cubic inches piston displacement; Philadelphia Motorcycle Trade championship—Won by A. G. Chapple, 4 Indian; second, H. Klebes, 4 R-S; third, E. T. Banes, 4 Merkel. Time, 6:04.

Five miles for machines not exceeding 61 cubic inches piston displacement; Philadelphia Motorcycle Trade championship—Won by S. T. Kellogg, 7 Merkel; second, Fred Voelker, 6 N. S. U.; third, H. P. Shea, 3½ N. S. U. Time, 5:33½, lowering track record by 9 seconds.

Five miles for private owners—Won by L. Steinhauser, 3½ Bradley; second, F. M. Yewdell, 3½ Bradley; third, Joseph Rosa, 4 R-S. E. T. Banes and A. Jesser also ran. Time, 6:11½.

Ten miles open, for machines not exceeding 30.50 cubic inches piston displacement—Won by L. Steinhauser, 3½ Bradley; second, E. T. Banes, 3¾ Merkel; third Alex. Kline, 3½ Harley-Davidson. A. G. Chapple, 4 Indian, failed to finish. Time, 11:18.

Mile time trials, to lower track record of 1:00½ made by S. T. Kellogg on 5 Indian. First trial, S. T. Kellogg, 7 Merkel, 1:01½; A. G. Chapple, 7 Indian, 1:02½. Second trial, Chapple, 1:03; Kellogg, 1:03½.

Twenty-five miles, free-for-all—Won by S. T. Kellogg, 7 Merkel; second, Fred Voelker, 6 N. S. U.; third, L. Steinhauser, 3¾ Bradley; fourth, H. Klebes, 7 R-S. A. G. Chapple, 7 Indian, slowed down at 23d mile owing to mistaken signal. Time, 26:15½. 5 miles, 5:25; 10 miles, 10:37½; 15 miles, 15:49; 20 miles, 21:02.

Swenson Wins on Dead Horse Hill.

When a factory expert and a dealer expert come together in a motorcycle contest, the odds are generally on the factory expert, but B. A. Swenson, the Indian agent at Providence, R. I., reversed the usual order of things in the motorcycle event at the Dead Horse hill climb, which according to its annual custom, the Worcester (Mass.) Automobile Club held on Saturday, 12th inst., by defeating Charles Gustafson, of Springfield, Mass., who came from the Indian factory. Both of the contestants made their ride on 7 horsepower Indians.

Gustafson made the first trial, but shut off power just before the finish as he was afraid of going down too fast on the other side. His time was 1:09¾. He was followed by Swenson, who "took chances" and did not shut off until he was well over the tape. As a result he made the flight in 1:07¾. The third contender was J. Dunkel (R-S), but the best he was able to do was 1:57. Both Swenson and Gustafson excelled the time of the winners in most of the automobile events.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

COLLINS CELEBRATES BUNKER HILL

He Defeats Macfarland and Moran in One Hour Motor Paced Race—Connolly Brothers Both Winners.

Elmer L. Collins, the Lynn (Mass.) pace follower, scored another victory at the Revere Beach (Mass.) saucer track on Thursday, 17th inst., when he defeated Floyd A. Macfarland, of San Jose, Cal., and James F. Moran, Chelsea, Mass., in a one hour motor paced race. In the hour Collins rode 37 miles 1 lap, Macfarland covered 35 miles 4 laps, and Moran brought up the rear with 34 miles 7 laps. Because of the Bunker Hill holiday celebration a large crowd witnessed the meet.

Collins rode well throughout and at no time was he in danger. Moran had several punctures and mishaps to his pace, which put him hopelessly in the rear. From the speed that Collins showed whenever he was pressed it is doubtful if either Macfarland or Moran could have taken his measure, even had they been free from mishaps.

Tom Connolly won the two miles amateur lap race without much exertion, but fell in the 10 miles scratch. After he fell, Cornelius Connolly and J. Stillman went out after a lap and after a long sprint they managed to circle the field. In the final sprint Connolly beat Stillman easily. Of the special mile prizes Farren and Panacy took one each, Lamontagne won two and C. Connolly pocketed the remainder.

In the pacemakers' race Ruden easily defeated Jimmy Hunter, while Turville ran third. The two miles were covered in 2:38½. The summaries:

Two miles lap, amateur—First heat won by Tom Connolly; second, L. Lamontagne; third, J. Grant. Time, 2:24½. Second heat won by J. Stillman; second, Cornelius Connolly; third, J. Hayes. Time, 2:32. Final heat won by Tom Connolly, 70 points; second, J. Hayes, and Cornelius Connolly, tied with 40 points. Time, 4:34½.

Ten miles scratch, amateur—Won by Cornelius Connolly; second, J. Stillman; third, L. Lamontagne; fourth, J. Farren. Time, 25:43½.

Two miles motorcycle, professional—Won by Carl Ruden; second, Jimmy Hunter; third, Charles Turville. Time, 2:38½.

One hour motor paced, professional—Won by Elmer L. Collins, Lynn, Mass., 37½ miles; second, Floyd A. Macfarland, San Jose, Cal., 35½ miles; third, James F. Moran, Chelsea, Mass., 34½ miles.

Three Winners on Scrub Oak Mountain.

Three motorcycle events in the contest on Scrub Oak Mountain, on Saturday, 12th inst., invited riders in the vicinity of Scranton, Pa., to get into trouble, as the climb, which was conducted by the Scranton Automobile Association, was not sanctioned by

the American Automobile Association, with whom the Federation of American Motorcyclists is allied, and several of them did not decline the "invitation." The course was 8,500 feet long, with a 15 per cent. gradient and many turns. C. T. Anderson (Indian), made better time than any of the motor cars that participated, negotiating the distance in 2:35½ in a special time trial. The fastest car took three-fifths of a second more than this. The competition event for single cylinder motorcycles brought victory to H. J. Brenton (Indian), whose time was 2:57, as against 3:27 for John Evans, Jr. (Indian). Henry Beilman (Indian) took first honors for the doubles in 2:38¾, with Brenton (Indian), the runner-up, in 2:49.

New York-Boston Record Lowered.

After standing for exactly one year to the day, the New York-Boston bicycle record has been shattered. Joseph Noe, a member of the New Jersey Division, Century Road Club of America, who resides in Jersey City, on Sunday last, 13th inst., covered the distance of 249 miles in 20 hours 36 minutes, which is 2 hours 56 minutes better than was accomplished by Fred I. Perreault, of Malden, Mass., on June 13, 1908. It was a coincidence that Noe's record-breaking ride occurred on the anniversary of Perreault's achievement.

Noe and Charles F. Dusel, of Newark, in company with Harry Early, of Bayonne, N. J., who is president of the Century Road Club of America, left the New York City Hall at exactly 12.01 a. m., Sunday. They passed through New Haven at 6.50 o'clock, Hartford at 10.29, and reached Springfield, Mass., one-half hour after noon.

Early was taken ill at West Warren, the heat having made him sick at the stomach, and after seeing that he was all right, Noe and Dusel pushed on toward Boston. Worcester was reached at 5.07 p. m. Here the two travelers were met by Fred I. Perreault and it certainly shows good sportsmanship upon Perreault's part that he paced Noe and Dusel into Boston, and that through his pacing his own record was shattered.

Dusel met with tire trouble near Marlboro and was delayed. Noe went on and finished at the City Hall in Boston at 8.37 p. m., his elapsed time being 20 hours 36 minutes. Perreault's time one year ago was 24 hours 32 minutes. After fixing his leaky valve Dusel headed for Boston and checked in at 9.14 p. m., also ahead of Perreault's old record.

Milwaukee Club Effects Reorganization.

As the result of an animated meeting last week, the Milwaukee (Wis.) Motorcycle Club was well shaken up and reorganized with the following officers: E. Fries, president; S. Lacy Crolus, vice-president; Dr. W. J. Walls, secretary; Herman Taylor, treasurer; Fred Pierring, captain; W. S. Harley, sergeant-at-arms; W. P. Cook, press agent. Board of directors—J. J. Lantry, Geo. Puls, F. A. Bremer and Ralph Spolderer.

WINS RACE BY SWALLOWING FAST

Eikelberger Captures a Novelty Event at Sacramento Motorcycle Meet—Collins First Five Times.

Sacramento, Cal., June 6.—Fifteen hundred people, including a big delegation of motorcyclists from San Francisco and Oakland gathered at Agricultural park today to see Sacramento's first session of motorcycle racing. The local spectators thought the program was quite a success and enjoyed it throughout, but the visiting motorcyclists were not a little peeved over the fact that the promises which had enticed them from home and which held forth visions of banquets, theatre parties and valuable prizes, were not carried out by the promoter of the affair, George Forepaugh, who was conspicuously missing. When he could not be found, the members of the San Francisco Motorcycle Club took things into their own hands and ran the meet as best they could under the circumstances.

When W. G. Collins came to the track he brought along the single and the double Indian which Derosier used for his fast work at Los Angeles, making it a foregone conclusion that he would sweep the board, as subsequently he did. He won the five events in which he started, Chellini, on a Thor, being the runner-up in four of them. The track was in excellent shape, except for a soft depression on the turn near the grandstand, where one or two of the riders narrowly escaped a spill. Collins helped the spectacular features of some of the events by jockeying until the other contestants would have substantial leads, when he would make a whirlwind finish and catch them before they got to the tape.

Only Sacramento riders were permitted in the first event, which was five miles for two cylinder machines. The tussle from the start was between Ruhstaller, on a Thor, and Burnett, on an Indian. It looked like Burnett until the third mile, when Ruhstaller drew up. The two ran side by side until the end of the fourth mile when Burnett once more got ahead. He held the lead for half a mile more, but Ruhstaller made a great sprint and caught him in the stretch, beating him to the line. The three other starters arrived at the tape later in the afternoon.

Leading all the way, Collins had an easy victory in the five miles open for doubles. Karslake, on a Curtiss, took second, with Chellini third. This event was followed by a novelty race, in which the contestants had to ride a mile, then stop in front of the grandstand and eat a popcorn crisp, ride another mile, stop at the grandstand the third mile. After the first mile, Eickelberger, riding a Thor, showed that he could swallow a popcorn crisp as easily and almost as quickly as a toad disposes of a fly,

and he was off before the others got through munching. At the end of the second mile, he poured down the bottle of soda with the rapidity and eagerness of a rescued traveler stranded in the Sahara, leaving early for the third and last mile, while his rivals gulped frantically in a series of copious swallows. His victory was quite as much due to his gastronomic feats as to his speed.

So sure was Collins of his powers, that in the ten miles open he waited until the other three contestants were almost half a mile ahead before he opened up. When he did go after them he lapped the field twice, with Chellini, second. These two also finished in this order in the five miles for single cylinders and the twenty-five miles free-for-all, in both of which Collins played with the other riders. Eickelberger, Dreyer and Burnett got third, respectively, in the three events.

Whether or not Collins was making a "grandstand play" when he fell during the unlimited pursuit race, it added to the excitement, and he was accorded a full share of applause when he remounted and won out. Collins started first, followed by Chellini in 8 seconds, and Dreyer, on an Indian, in 20 seconds. Things were humming when Collins was seen to take a tumble, throwing up the dust in great shape. While the others were bearing down on him, he got up, righted his machine and hopped aboard again, after which he easily rode them down, catching Dreyer in the sixth and Chellini in the seventh mile.

The match race between Forepaugh and Zimmerlin, the prospect of which had drawn many of the spectators to the track, necessarily did not come off, because of Forepaugh's absentee-ism. Despite his non-appearance, however, either as the promoter or a rider, the San Franciscans provided a program which satisfied the crowd.

The summary:

Five miles open, for Sacramento riders only—Won by Ruhstaller (5 Thor); second, Burnett (5 Indian). Time, 7:18½.

Five miles for two cylinder stock motorcycles—Won by W. G. Collins (5 Indian); second, F. Karslake (7 Curtiss); third, A. Chellini (5 Thor). Time, 5:15.

Three miles novelty—Won by E. D. Eickelberger (5 Thor); second, W. Dreyer (3½ Indian). Time, 4:52¾.

Ten miles open—Won by W. G. Collins (7 Indian); second, A. Chellini (6 Thor); third, E. D. Eickelberger (6 Thor). Time, 11:13.

Five miles open, for single cylinders—Won by W. G. Collins (4 Indian); second, A. Chellini (4 Thor); third, W. Dreyer (3½ Indian). Time, 5:19¼.

Pursuit race, limited to 15 miles—Won by W. G. Collins (7 Indian), catching Dreyer (4 Indian) in the sixth mile, and Chellini (6 Thor) in the seventh mile. Time, 7:13.

Twenty-five miles open—Won by W. G. Collins (7 Indian); second, A. Chellini (6 Thor); third, Burnett (5 Indian). Time, 26:44.

TEN VICTORIES IN THREE DAYS

Stubbs Makes a Clean Sweep in Motorcycle Meet at Memphis—He Leaves Only Local Pickings for Sweet.

Memphis, Tenn., appears to be "meat" for Rubert Stubbs, the Birmingham (Ala.) Indian. About a year ago he visited this city and made a memorable clean-up, and on the 8th, 9th and 10th inst., he paid another visit and again left only "pickings" for those motorcyclists who got up against him. During the three days of racing, he participated in ten competitive events and won all of them, with Joyce, on an Indian, in second place nine times, and Sweet, Indian, third for nine times. In the tenth event, Joyce was third and Sweet second. Stubbs also made three trials against time.

The summary of the racing for the three days is as follows:

June 8.

Ten miles handicap, amateur—Won by Robert Stubbs, Indian (scratch); second, Joyce, Indian (¼ mile); third, Sweet, Indian (¼ mile). Time, 11:02¾.

Five miles for Memphis riders only—Won by Sweet, Indian; second, Cammer, Indian; third, Griffin, M-M. Time, 6:46¼.

Five miles handicap—Won by Stubbs, Indian (scratch); second, Joyce, Indian (¼ mile); third, Sweet, Indian (¼ mile). Time, 6:49¾.

Five miles open—Won by Stubbs, Indian; second, Joyce, Indian; third, Sweet, Indian. Time, 5:40.

June 9.

Three miles for Memphis riders only—Won by Sweet, Indian. Time, 4:20¾.

Ten miles handicap—Won by Stubbs, Indian (scratch); second, Joyce, Indian (½ mile); third, Sweet, Indian (½ mile). Time, 11:03¾.

Ten miles handicap for single cylinder—Won by Stubbs, Indian (scratch); second, Joyce, Indian (½ mile). Time, 11:41¾.

One mile against track's record of 1:06—By Stubbs on an Indian. Time, 1:03¾.

Three miles open—Won by Stubbs, Indian; second, Joyce, Indian; third, Sweet, Indian. Time, 3:36.

Five miles open—Won by Stubbs, Indian; second, Joyce, Indian; third, Sweet, Indian. Time, 6:07¾.

Two miles against time—By Stubbs, Indian. Time, 2:06¼.

June 10.

Five miles open—Won by Stubbs, Indian; second, Joyce, Indian; third, Sweet, Indian. Time, 6:21.

Unlimited pursuit race—Won by Stubbs, Indian; second, Sweet, Indian; third, Joyce, Indian. Distance, 6½ miles. Time, 6:52¾.

Five miles open—Won by Stubbs, Indian; second, Joyce, Indian; third, Sweet, Indian. Time, 6:22¼.

Five miles against time—By Stubbs, on an Indian. Time, 5:20¾.

MOUNTAIN CLIMBER WAXES POETIC

Oakland Motorcyclist Strikes a New Par-nasus on Mount Tamalpais—Rugged Road Inspires Flights of Fancy.

Mount Tamalpais, which is one of the heights and sights of the Pacific Coast, has caused many flights of fancy and of language, but seldom indeed has its effects been responsible for more vivid word-painting than that performed by W. P. Williams,

"Passing through forests of redwood for which California is noted, up winding roads and out in frequent open stretches, we caught occasional glimpses of the 'gravity' trains with their human freight, wending their way to the same destination. The Mt. Tamalpais Railroad is famous not only as the 'crookedest railroad in the world,' but for the engineering feat of its 'double bow-knot.' There are 281 curves in 8½ miles, and the longest strip of straight track is only 413 feet long.

"Our road was not quite so tortuous, but

rode the stringers to within hailing distance of the Tavern.

"Verily, that which is not worth climbing to see is not worth seeing! A view lay before us of mountain, bay and ocean, unsurpassed by any other mountain peak in the world. The cities of San Francisco and Oakland lay like twin sleeping lions. In the west, a gray white transport; in the south, a looming warship rode majestically on the bosom of the bay; and over all, where clouds parted, lay sun-kissed hills. Mt. Diablo in the east, pushing up its giant bulk; Mt. Hamilton with Lick observatory to the south; dark Loma Prieta, 50 miles away; the gray volcanic cone of Mt. St. Helena, 55 miles away; the long sinuous snake line of breakers of the broad Pacific at your feet—and yet more! To the far north, 155 miles distant, the Sierra Nevada Mountains bordering on the state of Nevada may be seen on a clear day.

"It seemed as if the kingdoms of the world lay at our feet, silent and subdued. We felt like conquerors, and something akin to thrills passed through us. We, too, like the lad of yore, had carried our banner to dizzy heights—

"From the sky serene and far
A voice fell, like a falling star,
Excelsior!"

"We returned home by way of the Bolinas summit grade, probably the most tortuous wagon road in California. In making these heavy grades, we removed the exhaust pipe and so increased our climbing power, at the same time preventing any over-heating of the engines.

"But there is no up-grade of work without its down-grade of rest. The descent lay before us in a tangle of loops, and curves, plunging into deep canyons and through black divides, to burst into a sunlit picture of far-away tumbling mountains, misty valleys and ever-widening sea.

"And into it all we plunged, coasting 8 miles without an explosion from one engine. Not a mishap marred the day. A few pedal pins broke off, but the fault was ours.

"The moral we drew is, that if a hard pressed business man would renew his youth and grow again into a better man, let him buy a motorcycle and go to such a Nature's nurse. He will find for every depression of spirit there is an uplift and inspiration from the mountain top, showing him worlds to conquer and 'his strength will be renewed like the eagle.'"

Buffalo Ramblers 25 Years Old.

The Buffalo (N. Y.) Ramblers have appointed a committee to arrange a celebration of their twenty-fifth anniversary. It will occur in the new club house, 10-14 Goodell street, to which the old club recently moved.

Baltimore Club Secures a Home.

The Racycle Club of Baltimore, Md., has become possessed of a club house, No. 1615 Gough street. It was appropriately "warmed" last week.



HALTED NEAR THE TOP TO ALLOW A TRAIN TO PASS

an Oakland (Cal.) motorcyclist, who, with three companions, one day last month "scaled the heights." The combination of gasoline and altitude so stimulated the divine afflatus, that Williams's soul soared high and poured out itself in this ecstatic and multi-chromatic description:

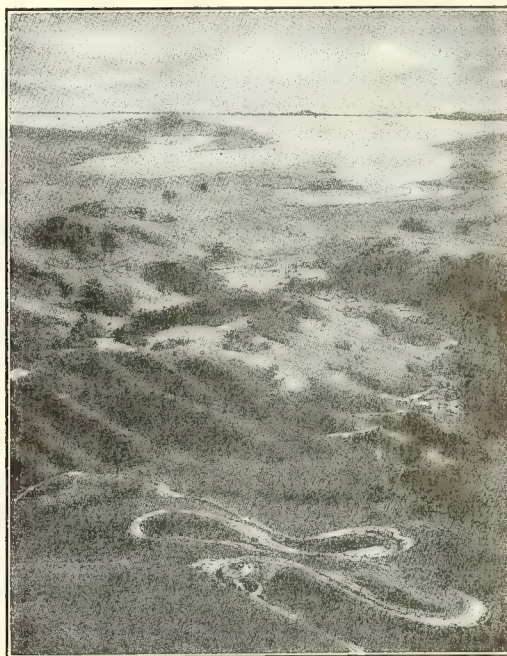
"When pessimistic March and pouting April have laid away the last of their showers, winds and cloudy days, and light-hearted May comes tripping in, the blood of the motorcyclist begins to tingle and the lure of the be-ribboned hills is upon him, calling to their green meadows, their winding roads, poppy-bordered; their cool recesses, their wonderful unfoldings of scenery.

"Towering above all elevations about San Francisco Bay, guarding the northern portal to Golden Gate, lies Mt. Tamalpais, the maiden of Indian legend, who lured us from our Oakland home one early morning in May.

"Mists of tradition and mists of the ocean are always here, and there she has slept since the beginning of time. Her face, backward flowing hair, throat, bust and limbs, all lie in colossal outline against the sky.

"She lures us at night as well, for the lights of the tavern sparkle like a diamond at the line of her throat. So four of us adventurous motorists, Theo. Schlenter, Jr., J. N. Steiner, L. C. Schaackey and myself, riding 4½ to 1 gear Excelsiors, dared the ascent.

of the two, we wished for the right of way over the bumpy stringers. Motorcyclists are not frequent travelers over the road, nor is any other conveyance, so they are in poor condition. However, the fact was



THE "DOUBLE BOW-KNOT"

submerged in the ever broadening panorama before us.

"Our first stop was at West Point Inn, a mountain resort where cool spring water refreshes the body and sunlit expanses warm the soul. From West Point Inn we

AUSTRALIANS SCORE AT SALT LAKE

They Collect Most of the Money at Two Meets—Iver Lawson Shows Flash of Old Form.

Salt Lake City, June 9.—Although the air was a trifle chilling at last night's Salt Palace meet the character of the races generated more than enough natural enthusiasm to offset the cool mountain night air. The feature of the racing was Iver Lawson's wonderful ride in the three-quarter mile open professional, which he won in the fast time of 1:26 $\frac{3}{4}$. Lawson unmistakably showed a flash of speed which won for him in 1904 the world's championship, and his great victory over two combinations set at rest the fears of some of his former adherents that the Swede had passed into the discard.

Lawson did not have an easy bunch of riders to defeat, either. Palmer started mixing things from the start and pulled out a lead of nearly one hundred yards before the Bardgett-Walker combination got moving. Walker did herculean "donkey work" for the Buffalonian. Bardgett died in the last lap, however, and Lawson, with a wonderful burst of speed that was entirely unexpected, breezed by, with Downing and Samuelson fighting like tigers on the inside. Lawson was something like 20 yards in front at the finish, and he was liberally cheered when the time was announced.

In the professional handicap the limit men worked together so well that the low-markers had lots of trouble in closing the gap. Walker rode a good strong race and won, Lawson being unable to come out on him. Senhouse, who was teamed with Williams, finished a good third, with Pye fourth.

The amateur races were up to the standard, but the mile handicap had more than the usual number of falls. With a field of 20 riders strung around the track they began going down. On the fourth lap three struck the boards, and in the next lap two riders collided. In the sixth lap one lone rider fell, just to make the progression seem natural. After the race Referee Conelly put Fred R. McCarthy, the Canadian, on the shelf for ten days for causing one of the spills—which is more than a referee is authorized to do.

In the quarter-mile scratch for amateurs Diefenbacher proved the quickest starter and won over Phil Wright, with Jack Hume third. Hume tried his usual stunt of rough riding, but after being warned by the referee tamed down.

The motor paced match between Samuelson, Wilcox and Munroe had to be started twice because the tire on Munroe's pacing machine went soft. Wilcox had the race well in hand when he blew up in the last mile. Samuelson won. The summaries:

One-quarter mile scratch, amateur—Won by Rodney Diefenbacher; second, Phil Wright; third, Jack Hume. Time, 0:29 $\frac{3}{4}$.

Three-quarters mile scratch, professional—Won by Iver Lawson, Salt Lake City; second, W. E. Samuelson, Salt Lake City; third, Hardy K. Downing, San Jose, Cal.; fourth, Herbert Nesbitt, Australia. Time, 1:26 $\frac{3}{4}$.

One mile handicap, amateur—Won by Hal McCormack (75); second, A. Brodbeck (55); third, John Oberg (105). Time, 1:56 $\frac{1}{4}$.

Two miles handicap, professional—Won by Gordon Walker, Australia (scratch); second, Iver Lawson, Salt Lake City (scratch); third, Steve Senhouse (80); fourth, Ernest A. Pye (25). Time, 3:54 $\frac{3}{4}$. Laps—Palmer 5, Walker 1, Williams 2,

fore he tired succeeded in corraling \$7, with Williams a close second with \$4. Pye took Lawson to the front at two laps to go and the former champion showed that his victory on Tuesday night was not an accident. Palmer managed to beat his teammate, Hehir, for second money, with Wilcox fourth.

The match between Pye and Bardgett was one of the best events of the evening. In the first heat Pye proved the stronger and resisted Bardgett's attack admirably. In the second heat Williams, the pacemaker, went so fast that he simply wound Pye up. Bardgett was unable to jump and Pye's sprint was the faster.

In the professional handicap the limit and middlemark men changed pace so well that the backmarkers could not close the gap.

"Burglar" McCormack felt like himself last night and won the two miles handicap between puffs of his inevitable cigarette. In the three-quarters mile Wright won, while McCormack defeated Diefenbacher for second money.

The summaries:

One mile invitation, professional—Won by "Paddy" Hehir, Australia; second, Herbert Nesbitt, Australia; third, Saxon Williams, Buffalo; fourth, W. Palmer, Australia. Time, 2:02 $\frac{3}{4}$.

One mile match between E. A. Pye, Australia, and W. A. Bardgett, Buffalo—First heat won by Pye. Time, 1:59 $\frac{3}{4}$. Second heat and match won by Pye. Time, 2:02.

One mile handicap, professional—Won by "Paddy" Hehir, Australia (35); second, Herbert Nesbitt, Australia (70); third, Jack Burris, Los Angeles (90); fourth, Frank Schnell, Salt Lake City (85). Time, 1:50 $\frac{3}{4}$.

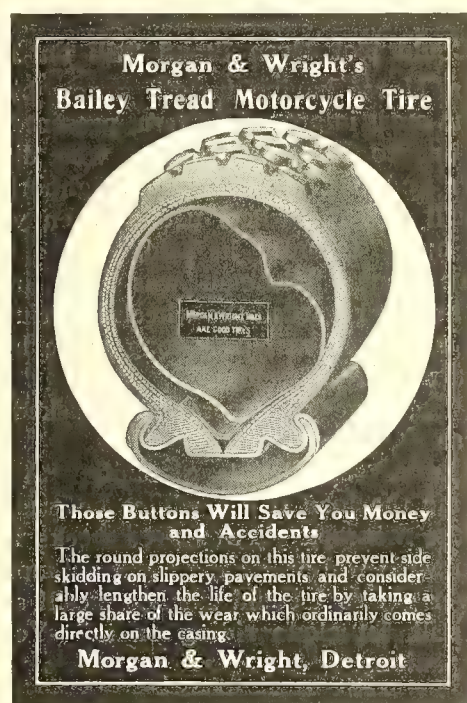
Three-quarters mile scratch, amateur—Won by Phil Wright; second, Hal McCormack; third, Rodney Diefenbacher. Time, 1:33 $\frac{3}{4}$.

Two miles handicap, amateur—Won by Hal McCormack (75); second, A. Brodbeck (55); third, Henry Mayer (20); fourth, L. Thomas (45). Time, 4:01 $\frac{3}{4}$.

Two miles scratch, professional—Won by Iver Lawson, Salt Lake City; second, W. Palmer, Australia; third, "Paddy" Hehir, Australia; fourth, S. H. Wilcox, Salt Lake City. Time, 3:53.

Motorcycle Outspeeds the Automobiles.

Slippery from heavy rains, Porter Hill, near Cleveland, O., was in bad condition for the climb which the Cleveland Automobile Club held on Wednesday, 8th inst., but A. W. Strople, on an Indian, was able to show the spectators some fast going in the motorcycle time trials even if the automobiles were disappointingly slow. Except for a freak racing car which competed in the free-for-all, he made the best time of the day. His most successful effort was accomplished in 0:42.5, two other trials giving him 0:49.4 and 0:47.9, respectively. E. Te Pas (Thor), essayed the climb, but 1:10 was the best he did. There were no competitive events.



Schnell 1, Burris 3, Devonovitch 2 and Giles 1.

Five miles motor paced, professional—Won by W. E. Samuelson, Salt Lake City; second, S. H. Wilcox, Salt Lake City; third, Ben Munroe, Memphis. Time, 7:09 $\frac{1}{2}$.

Salt Lake City, June 12.—Patrick O'Sullivan Hehir, "good luck to him," the Irish-Australian of whom so many nice things have been said, showed the "fans" last night for the first time that he must be reckoned in the money before the season ends. Hehir grabbed off a nice bit of change by winning both the mile invitation and the mile handicap, after two good pulls from "Pedlar" Palmer. The two features of the race meet, however, were the two miles scratch for professionals and the match between W. A. Bardgett and E. A. Pye. The former had an off night and did not finish in the money, except what he got as the loser's share in the match.

Herbert Nesbitt, one of the Australian riders, proved the champion lap gatherer in the two miles professional scratch, and be-

ROMANCE HATCHED FROM AN EGG

How a Cyclist Rode Far to Woo and Made His Cycling Pay—But He Back Pedaled on the Course of Love.

"Some five or six years ago a blonde young man with plenty of good looks, answering to the name of James Miller, picked up a crate egg in his brother's store at Woodcliffe, N. J., opposite the Palisades and saw written thereon in neat chirography:

"'Edna Busby, Annapolis, Ill.'

"Just that, and nothing more. But it was enough to set the blonde young man's heart a 'pit-patting' until a real palpitation—that's a more advanced stage than a 'pit-pat'—was feared. Correspondence ensued and it grew warmer and warmer until nothing would do but James must travel all the way to Illinois to see his Edna face to face," according to the Bernardsville (N. J.) News.

"Now James was an expert cyclist—really famous, in fact—and he conceived the idea of going 'Westward ho' on his wheel. Talked to a newspaper friend named Ward about it, and Ward brought him in contact with a wealthy young Wall street man named J. Ovington Payne, who just then was full of enthusiasm over the Stratton motorcycle, he being president of the Stratton Mfg. Co., making it and a heavy investor in the enterprise.

"Young Payne offered Miller a very attractive proposition to ride a 'Stratton' through the cities en route to Annapolis and make all the sensation he could, for advertising purposes, and this he did, all the newspapers, from New York outward, being filled with the details of the journey, the speed accomplished, the romantic object of the trip, etc., etc. By the way, Miller covered the distance between Rochester and Buffalo (said to be about 60 miles) from 4 to something short of 6 p. m., and that feat was duly heralded in the blackest of printer's ink. And so

This young Lockinvar he came out of the East,
And of all the bold riders he sure was not least,

and in process of time he reached his Edna—she of the egg—and found her a nice, comely damsel, the daughter of an egg forwarder, who had put her name on a specimen of the hen fruit as she was helping pack, without dreaming of such a big result.

"But now we must get on, for this is a one-volume tale. Miller tore himself away, continuing his advertising itinerary to the Pacific coast, San Francisco, consisting of 32 days of actual speeding. He returned another way, in part, and created more sensations, whereat Mr. J. Overton Payne was greatly pleased, so that he gave him the cycle he had ridden and a goodly sum which quite set the young man up. He was known throughout newspaperdom in those days as

'Motorcycle Miller,' 'Egg-Miller,' and such like pet names.

"Well, about the girl? Sorry to say that just here is where the romance peels off in great flakes. After a correspondence of two years or more this inconstant blonde young man saw a Waterbury (N. Y.) girl on the same day that he indited his last letter to Edna. Waterbury said ending was that to her of

"'Love's young dream!'

for that Waterbury girl that was, is now Mrs. Miller, and the happy pair occupy a pleasant cot in the village of Carthage near Waterbury—that is, when James's calling permits him to share the cot. Which, we may add, is not just now, for (and here comes in the 'local color') James is kept very busy at paperhanging and interior decorations—at which he is an expert—for Citizen Kenneth Mackenzie."

Could Not Even Stand Still on It.

Mr. Morse having bought a new bicycle of the most improved pattern, presented his old one to Dennis Halloran, who did errands and odd jobs for the neighborhood. "You'll find the wheel useful when you're in a hurry, Dennis," he said.

The young Irishman was loud in his thanks, but regarded the wheel doubtfully.

"I mistrust 'twill be a long while before I can ride it," he said.

"Why, have you ever tried?" asked Mr. Morse.

"I have," said Dennis, gloomily. "A frind lint me the loan o' his whiles he was having the moomps. 'Twas t'ree weeks I had it, an' what wid practising night an' mornin', I niver got so I could balance mesilf standing still, let alone riding on it."—Youth's Companion.

Bicycle for Foreman of Road Gang.

The Goole Urban council has decided to provide a bicycle for the use of its road foreman. At the discussion on the matter, the chairman said he did not like the idea of providing bicycles for officials. It was a temptation for the men to use them for their own pleasure, and upon a Sunday, too. Eventually it was agreed to purchase a bicycle, but with the restriction that it was not to be used upon the Sabbath. In these days of automobile joy riding the case is amusing.

Thieves Busy in North Tonawanda.

A gang of bicycle thieves which has been operating in North Tonawanda, N. Y., for some months made another haul last Saturday night or Sunday. Four bicycles were stolen, from that many different persons. This makes a total of more than 20 bicycles stolen this spring, and the police believe that an organized gang is at work.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

MACFARLAND THE TRACK NESTOR

What the Lanky Rider Says "Goes" with the Bunch—Common Sense the Secret of His Leadership.

"Rain day means talk day with the bicycle riders," writes J. P. Norton, in the Newark Evening News. "One day this week at the Newark Velodrome, all hands joined in a gabfest. Floyd Macfarland, who has traveled extensively in this country, and who knows a whole lot about the foreign cities, is always an interesting story-teller. He told the boys about his trip to Berlin, related some funny yarns about Jimmy Moran, whom he terms "The Spendthrift," and said that Jackie Clarke stood well enough with the crown prince of Germany to call His Royal Nibs by his first name.

"Macfarland is the 'bell cow' of the bike game. The other riders will follow him through thick and through thin. Whatever 'Mac' does is all right. Whenever an argument arises and the lanky Californian is within call he is always consulted.

"On numerous occasions the riders plan to do certain things. They put it up to 'Mac.' If the scheme is O. K. to his way of thinking he tells them to go ahead. If it is not, he commands them to 'forget it!'

"When Macfarland is around, Macfarland is king. His word is law, and even Champion Frank Kramer listens intently to what 'Mac' has to say and invariably does his bidding. The big fellow has a convincing manner of arguing. He is a natural born leader and an effective demonstrator of plans and schemes. He generally has a 'hen on,' and there isn't a cyclist in the business who makes more money season in and season out than the very same Macfarland.

"For years it has been customary for the riders to begin their training at 3:30 in the afternoon. When Macfarland and Clarke arrived here recently 'Mac' decided to start his workouts at 2 o'clock. That settled the hour for starting. Every day since all the riders at the Velodrome have followed Macfarland's lead, including Kramer. 'Mac,' when he arrived, was high in flesh, and he did road work around the inside of the track. He hadn't covered a mile on the very first day until at least a dozen other riders were doing the same stunt. 'Mac' knew why he was running, but it is doubtful if others did. But as long as Macfarland was training in that way, it must be right, they evidently figured.

"Anything Macfarland does, anything Macfarland says, it is all the same—he is the leader, 'the bell cow,' and the others follow him. He invariably leads them on the right road and they know it. That is why they stick.

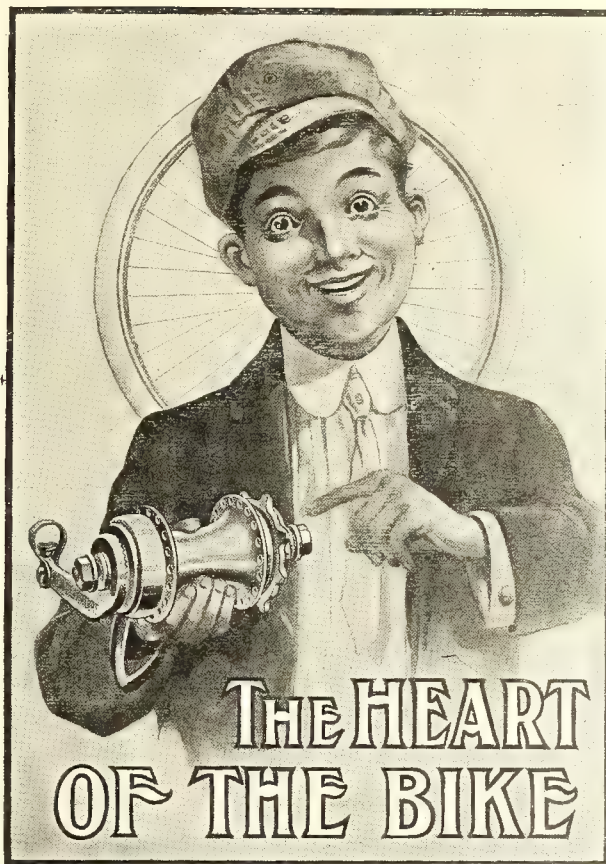
"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

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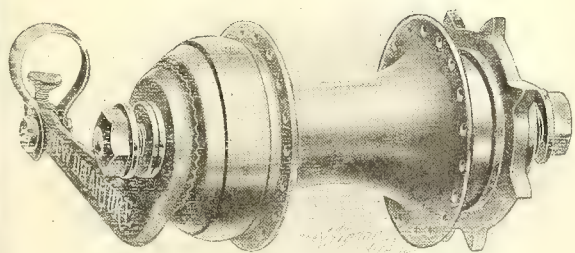
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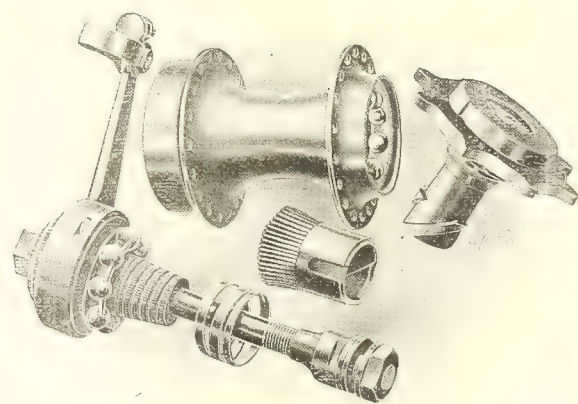
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RECENT PATENTS.

913,300. Saddle for Motorcycles. Fred-
erick Mesinger, New York, N. Y. Filed
Aug. 29, 1908. Serial No. 450,825.

1. A saddle provided with a frame, a
compound back spring consisting of an
upper member connected to the saddle and
a lower member connected to the frame,

means for connecting the members to each
other, and pivoted means connecting the
lower end of the upper member to the
frame, substantially as specified.

913,354. Carburetter for Hydrocarbon En-
gines. George Breeze, Newark, N. J., as-
signor to Breeze Motor Manufacturing
Company, Newark, N. J., a Corporation of

New Jersey. Filed Oct. 29, 1904. Serial
No. 230,455.

1. A carburetter having a mixing cham-
ber, an outlet for the mixture, a gate mov-
able transversely of the outlet and arranged
to divide it into two passages one of which
communicates with the mixing chamber,
and an air inlet connected with the other
passage.

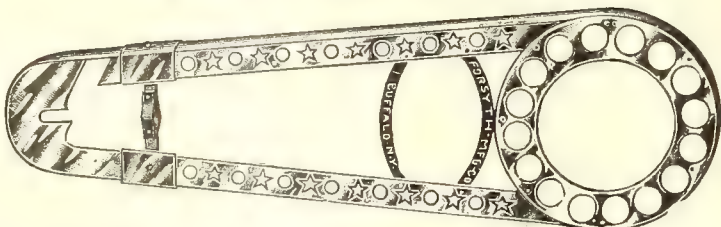


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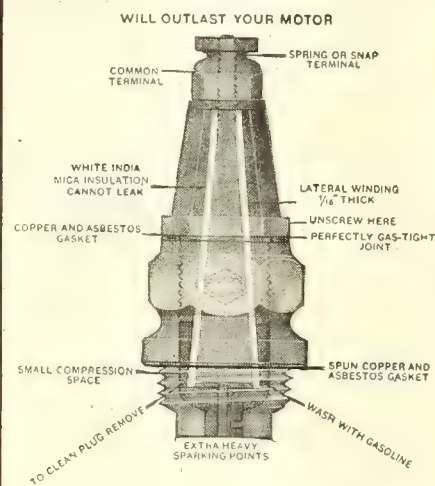


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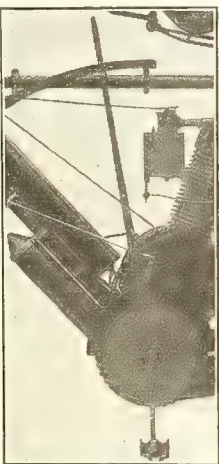
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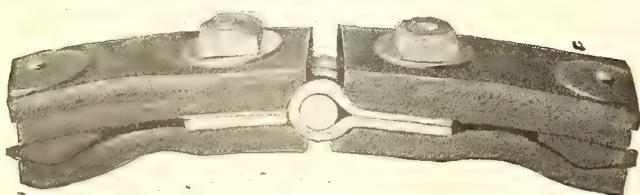
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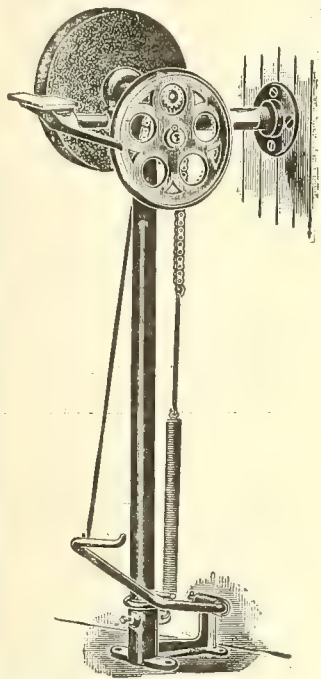
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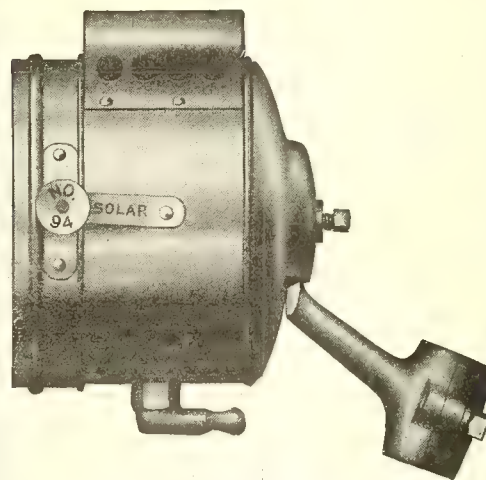
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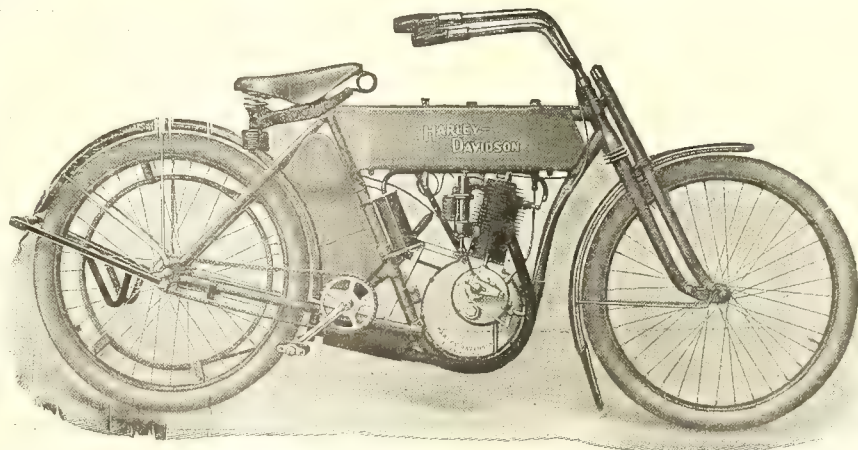
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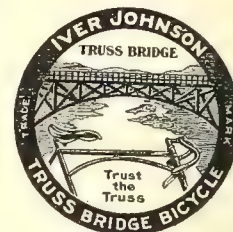
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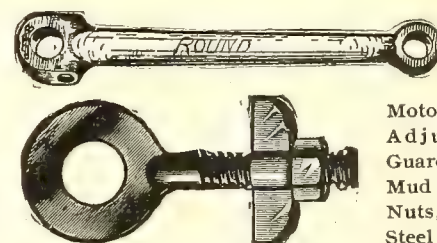
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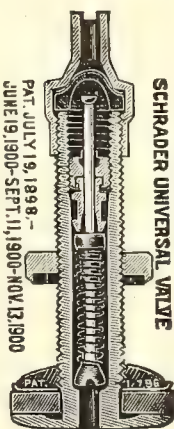
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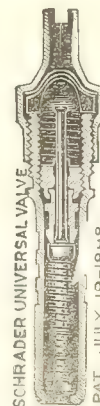
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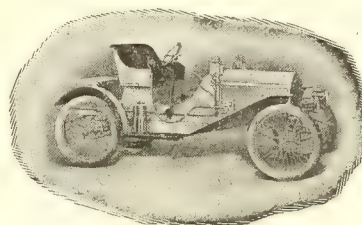
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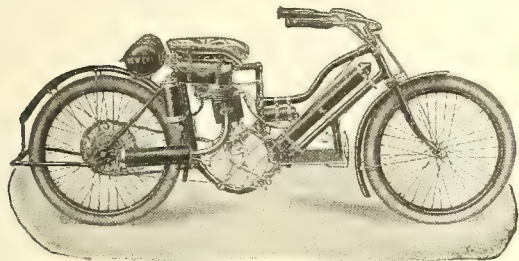
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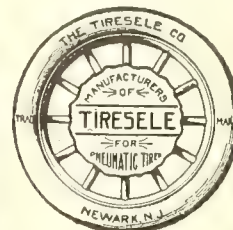
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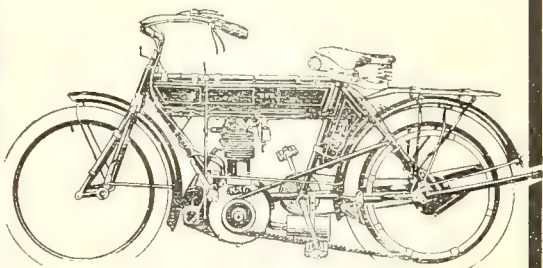
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June 9, in 30:50 class, the results were:

H. E. Richardson.....	EXCELSIOR, 26 $\frac{3}{4}$ sec.
Paul Moore.....	EXCELSIOR, 32 $\frac{3}{4}$ sec.
Carl Stahl.....	EXCELSIOR, 33 $\frac{1}{2}$ sec.
Chubbeck.....	Yale, 38 sec.
Tormey.....	Thor, 44 $\frac{1}{2}$ sec.
Evans.....	R-S, 44 sec.

Richardson was allowed to ride his 30.50 single cylinder EXCELSIOR in the 61 class against twins of twice the rated power and was beaten by only 3 $\frac{2}{3}$ seconds, beating one 7 H. P. twin by 1 $\frac{2}{3}$ seconds, but was afterward protested for late entry.

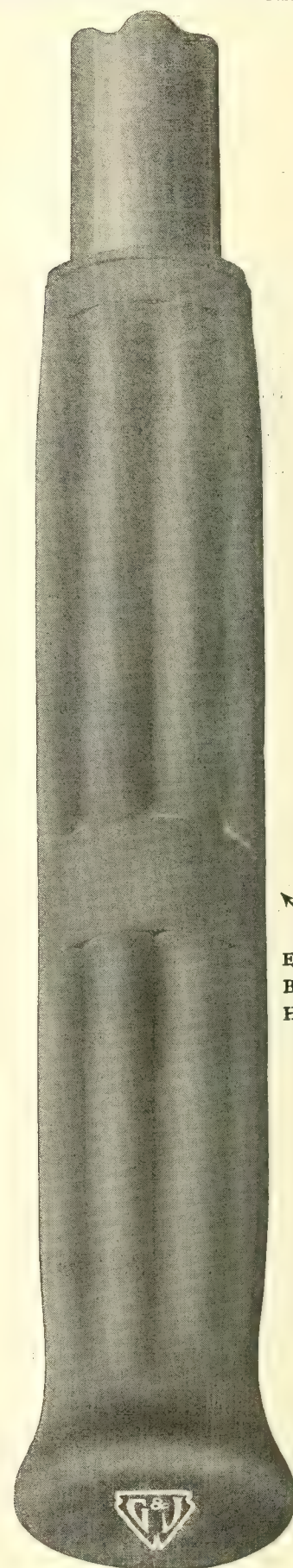
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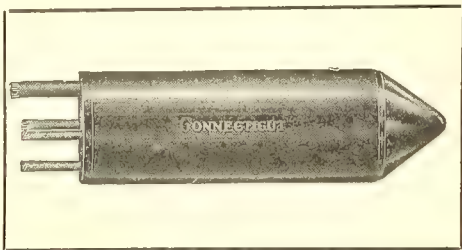
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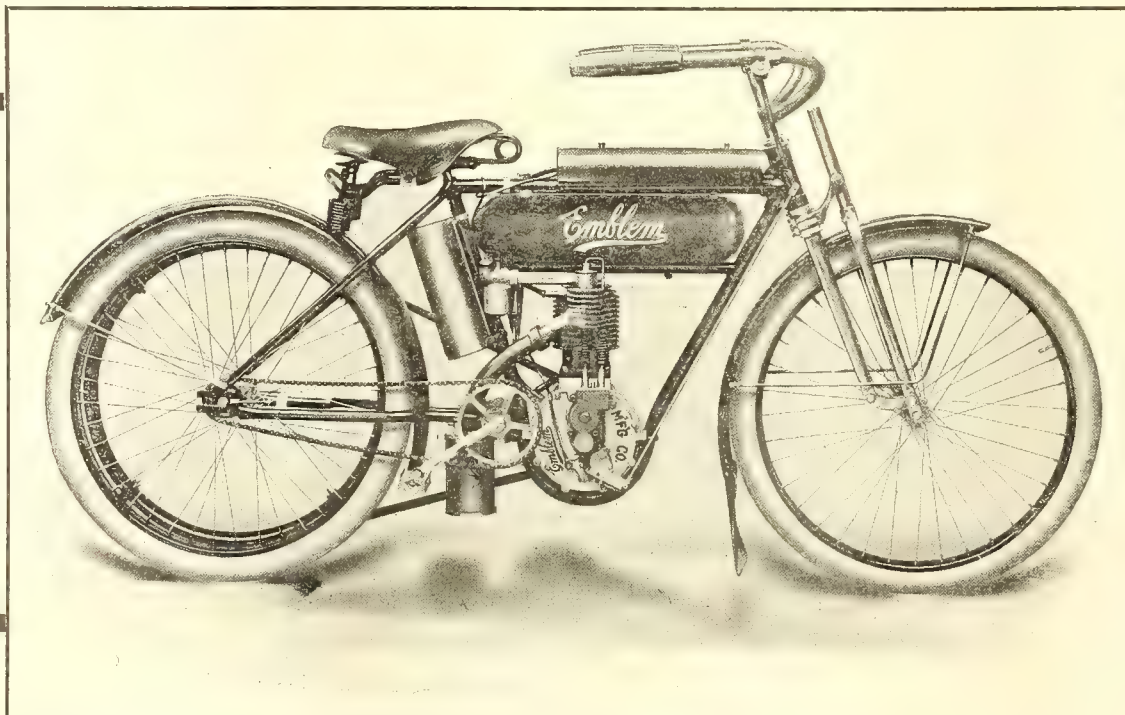
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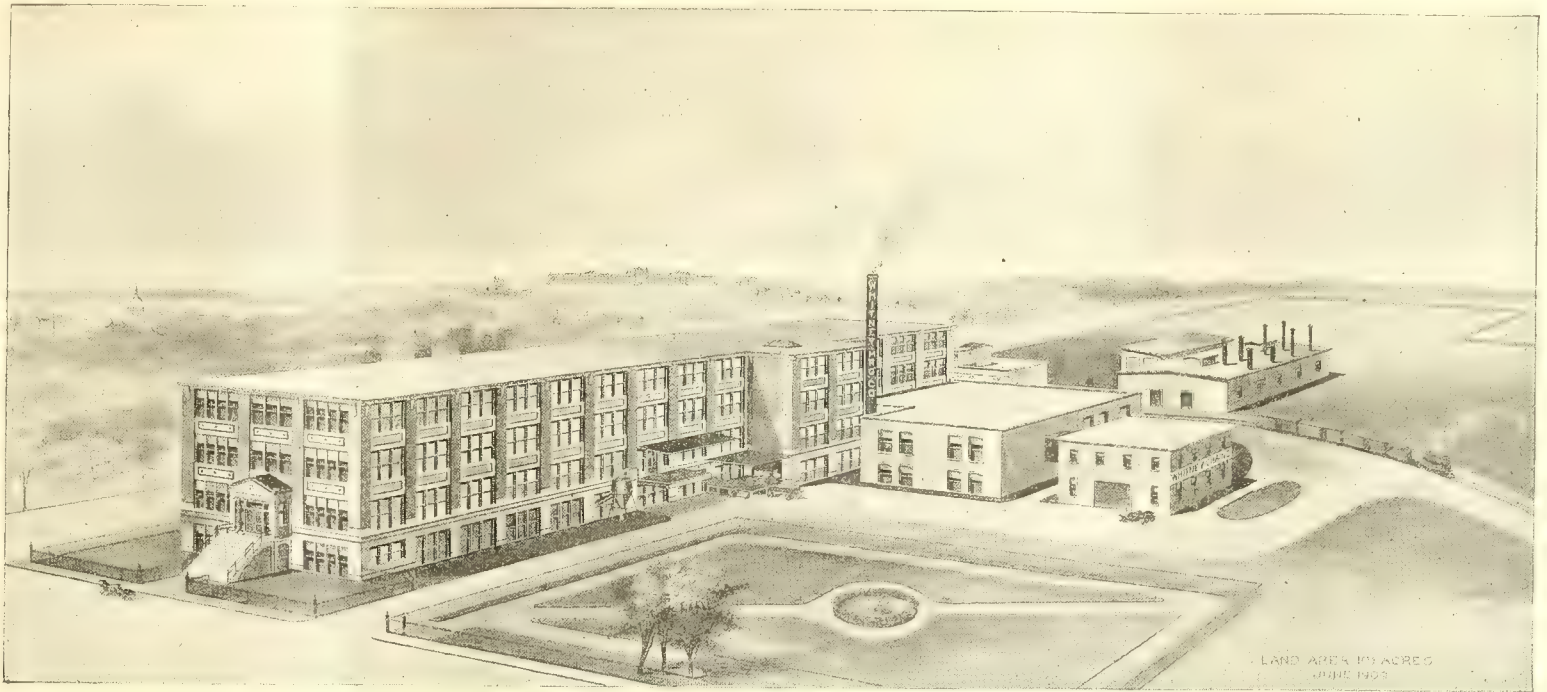
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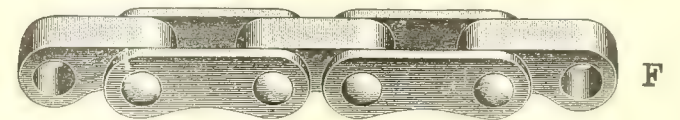
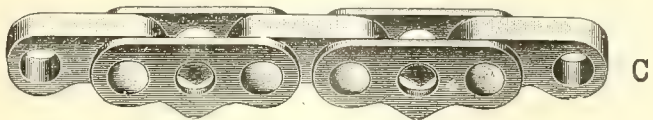
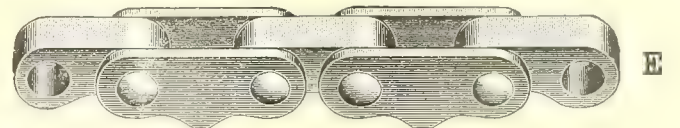
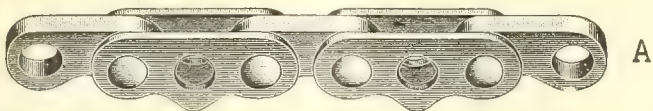
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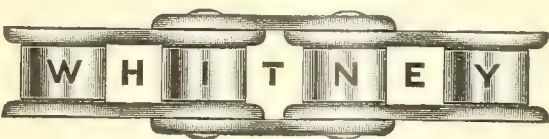
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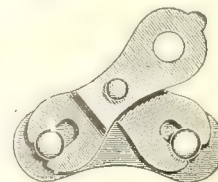
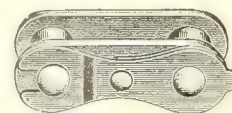
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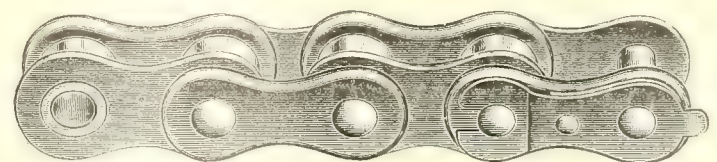
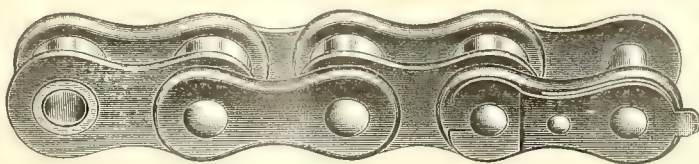


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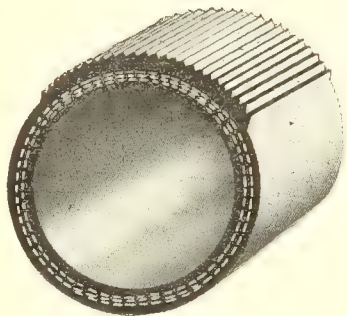
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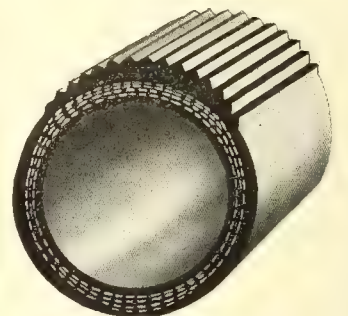
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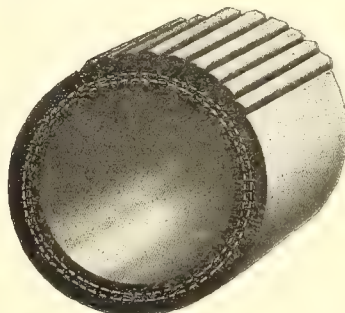
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It means good business and immense profits

EXCELSIOR SUPPLY COMPANY, Chicago, Illinois

PHENOMENAL POWER

== IS THE CHARACTERISTIC OF THE ==

INDIAN

Just a Few Recent Demonstrations:

GIANT'S DESPAIR:—Indian, Single,
1:55; Double, 1:41 2-5.

NEW YORK MOTORCYCLE CLUB:
— Wins 4 out of 6 Time
Events—Stock 5 H. P. defeats
7 H. P. Specials.

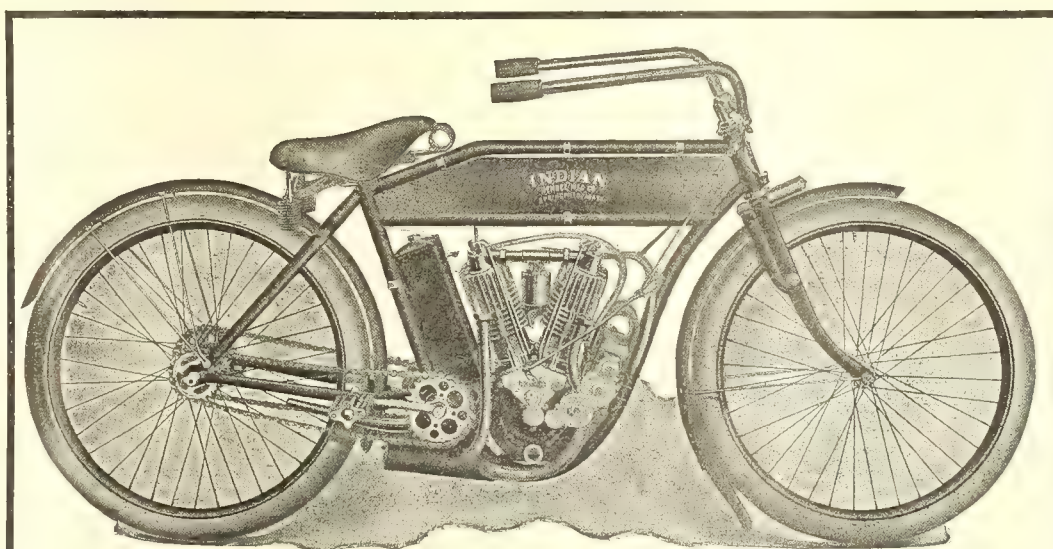
LOOK OUT MOUNTAIN:—Single,
6:54 1-5; Double, 6:50 2-5. No
other in sight.

MEMPHIS:—10 Races—10 Wins.

DAYTON:—9 Races—9 Wins.

SACRAMENTO:—Collins entered 5
Races—5 Victories.

==
**Get
Quality**
==



==
**Get
Power**
==

THE ONLY CONSISTENT WINNER
EVERYWHERE

HENDEE MANUFACTURING COMPANY

Springfield, Mass.

CHICAGO BRANCH, 1251 Michigan Avenue

Three of the Reasons Why You So Seldom Find a Motorcyclist Who Uses Them Who Does Not Say That

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

FIRST—The special tough, wear-resisting stock of which they are made and our shaped wrapped method of construction enable them to give much longer service than the majority of riders are accustomed to receiving from their tires.

SECOND—The fact that they are built nearly 70 per cent. stronger than is necessary for ordinary service makes them able to stand up untouched under service that would put an ordinary tire in the repair shop. This of course means a big reduction in repair expense.

THIRD—When the first tread is finally worn down, the heavy woven auto fabric will, unless the tire has been grossly misused, always be found in a perfect condition for a retread. Thus the mileage of the tire can be nearly doubled at a nominal expense.

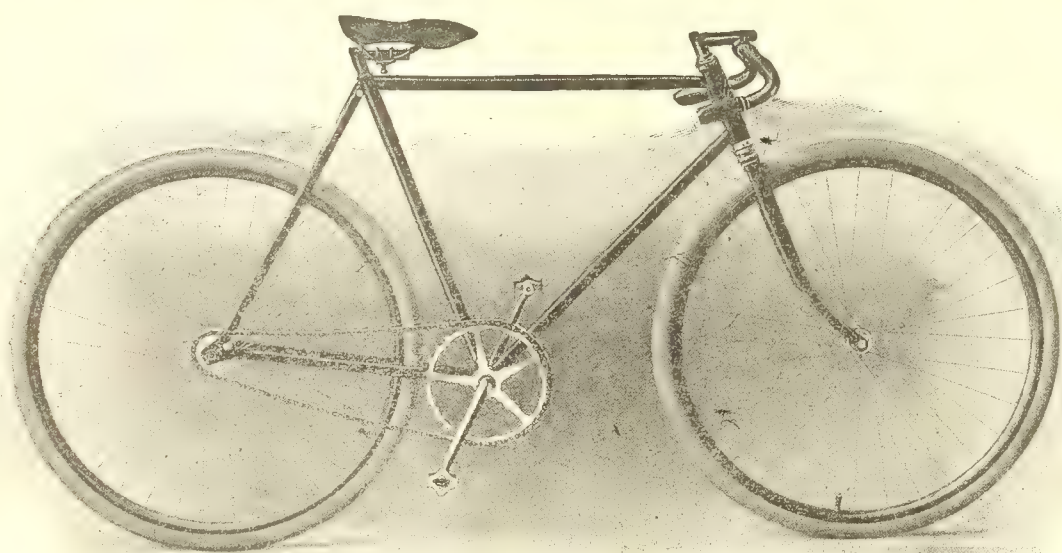
Dealers everywhere sell them

MORGAN & WRIGHT, Detroit

Dealers Who are Looking for Good Things

cannot afford to pass the

Crown Bicycle

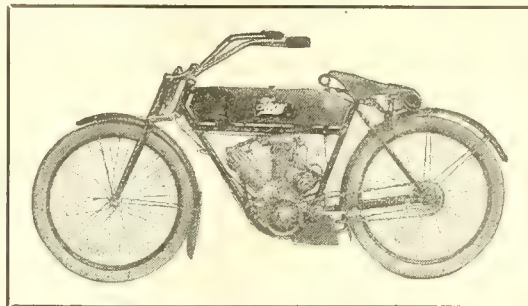


We sell it to dealers at the right price which in turn permits them to sell it to riders at the right price; and the bicycle itself is thoroughly right, too.

We would like an opportunity to tell every dealer in the land about it, for we are sure we can interest them. Why not drop us a line today?

GREAT WESTERN MFG. COMPANY, Laporte, Ind.

That *Thor* Twin

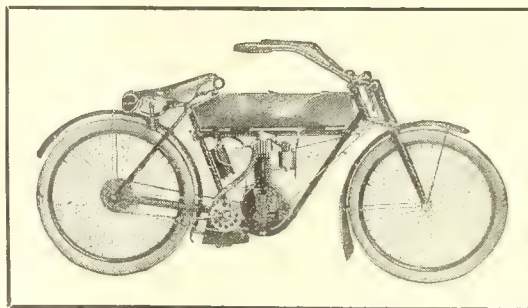


SHATTERED THE TRACK RECORD

at Overland Park, Denver, June 15th. Placed on scratch, reeled off mile after mile in 1.03, finishing the 20 mile race in 23 min. 9 sec. is going some on a dirt track with a stock machine.

Thor

THE FASTEST
SINGLE CYLINDER
MOTORCYCLE
ON EARTH



Ridden by Chas. Balke at Los Angeles, June 20th

WINS 6 Mile Race, 5 min. 25²/₅ sec.

(WORLD AMATEUR RECORD)

WINS 8 Mile Race, 7 min. 29⁴/₅ sec.

BOYS, THIS IS GOING SOME
FOR A SINGLE CYLINDER

Place your orders now, we will fill them promptly

AURORA AUTOMATIC MACHINERY CO.

Thor BUILDING, CHICAGO, ILL.

DISTRIBUTORS:

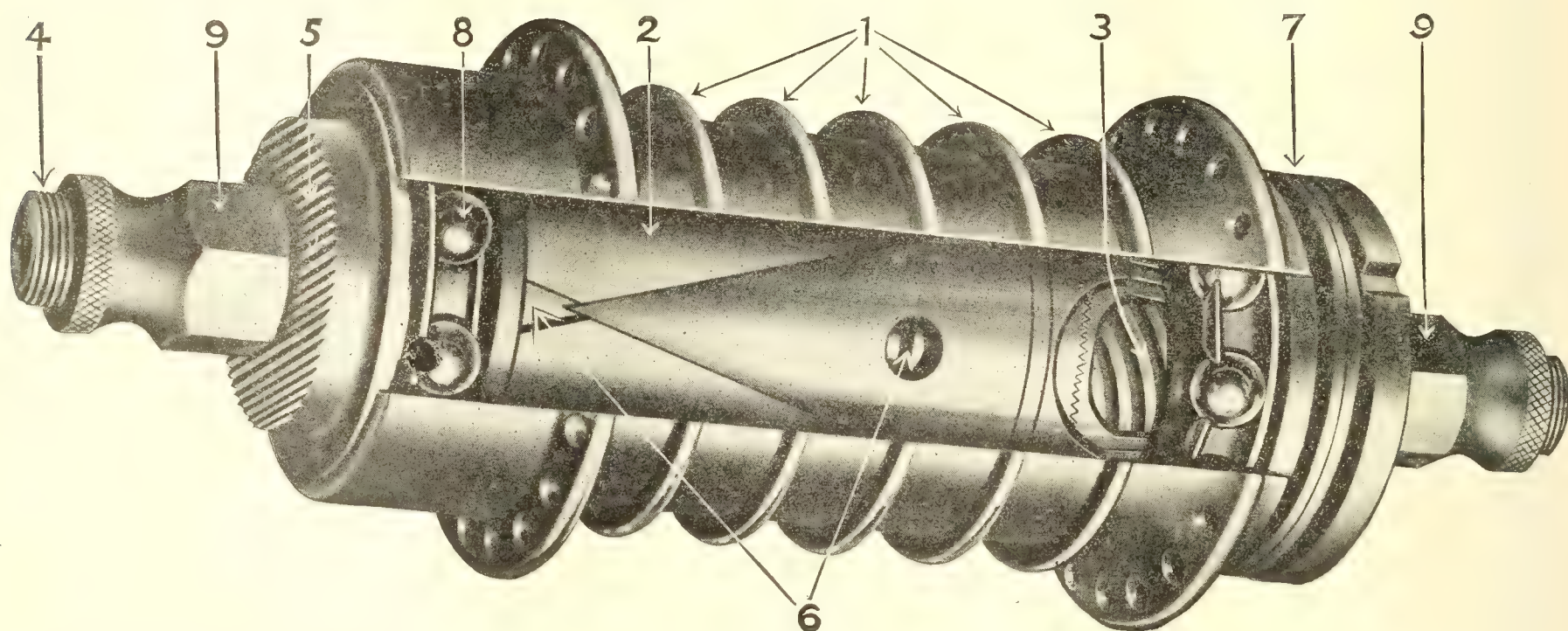
NEWYORK—J. S. Leng & Sons Co., 33 Murray St.

BOSTON—Motorcycle Specialty Co., 258 Columbus Ave.

DENVER, COL.—Fred. Williams, 224 Sixteenth St.

CALIFORNIA—A. Freed, San Francisco, Los Angeles.

THE MUSSELMAN MOTORCYCLE COASTER BRAKE



Notice the Ten Points of Superiority

No. 1.—**COOLING FLANGES** which add over $13\frac{1}{2}$ square inches of cooling surface, making the total surface 42 square inches, making it impossible to overheat this brake. These cooling flanges also add an enormous amount of strength, barring any possibility of rupturing the shell in applying the brake, as is common with other hubs.

No. 2.—**BRAKE SHOE**.—Our construction permits a very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges.

No. 3.—**SHORT PITCH**. $\frac{5}{8}$ inch pitch. This is a very short pitch and gives one as good a leverage in applying the brake as a lifting jack. This leverage with our ample brake shoe gives you a power great enough to stop an automobile.

No. 4.—**LARGE AXLE**. 9-16 inch in diameter; strongest made. No danger of this axle bending or giving away under any condition.

No. 5.—**NO ARM**. This principle with our corrugated face on left stationary cone does away with building our brake with an arm. Arms or eccentrics create an undue leverage on rear forks, which is a common cause of trouble in other styles. Our construction causes the pressure when brake is applied of an end pull on rear forks and end push on the rear stays, making it impossible to break your rear forks.

No. 6.—**GREASE CHAMBER**. Our brake is built with a grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease for keeping the hub automatically lubricated for a season.

No. 7.—**CHAIN LINE**. Our sprocket set is fitted with two chain line rings; these with the straight and offset sprocket will give you seven chain lines, running from $2\frac{1}{8}$ inches to $2\frac{1}{2}$ inches, making it unnecessary to order special hubs for certain motorcycles.

No. 8.—**LARGE BALLS**. $\frac{3}{8}$ inch steel balls are used throughout, making the chance of broken balls infinitesimal.

No. 9.—**LONG STRONG AXLE NUTS**, built so as to accommodate any kind of stand.

No. 10.—**NO DRAG OF PARTS**. The principle of this brake is the same as the famous Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times, whether driving or being pulled by the motor. This is true only of the Musselman Coaster Brake.

DIMENSIONS.—MODEL A.—FOR BELT MACHINE.

Length over all outside cones, 6 inches.

Chain Line—Straight Sprocket, $2\frac{1}{4}$, 25-16, $2\frac{3}{8}$ inches.

Offset Sprocket, $2\frac{1}{8}$, 23-16, $2\frac{1}{4}$, $2\frac{3}{8}$, 27-16, $2\frac{1}{2}$ inches.

Drilled for 36 and 40 Holes.

Width of Flanges, $3\frac{1}{2}$ inches.

Sprocket, 3-6, 10 to 12 tooth, inclusive.

FOR FURTHER PARTICULARS WRITE TO

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, June 26, 1909.

No. 14

LIGHT TWINS IN GROWING FAVOR

Bartsch Says It is Difficult to Keep Pace with the Demand—He Explains Why They are Popular.

"Of course, I don't mean to say that we are not greatly tickled by the three victories of our little twin," remarked A. H. Bartsch, manager of the N. S. U. Motor Co., after the conclusion of the New York hill climbing contest on Saturday last, "but I'm afraid its success is likely to embarrass us.

"The demand for it abroad has been so great that we have not been able to obtain anything like the number we desired and as a result we have not dared to exploit it to any considerable extent. On the few occasions that we have advertised it there has followed such a flow of inquiries and orders that we have had to shut up like clams. We never have been able to keep one of these twins in stock. They have been sold as fast as we received them. We had to borrow one for use in the hill climbing contest.

"Our experience abundantly has proven that there is a genuine and growing demand for a lightweight twin of moderate power. The number of men who have no desire for mere speed is greater than most persons imagine is the case; as a matter of fact we have had quite a few inquiries, particularly from the West, concerning the suitability of our little twin for ladies' use. It truly is a delightful machine. After a man has become accustomed to a big heavy-weight, the riding and handling of the 'little fellow' is almost a revelation."

Bay City Dealers to Close Wednesdays.

Bicycle dealers of Bay City, Mich., have decided to co-operate with the other merchants of the city in business matters, and to this end have made arrangements to join the Commercial League. Feeling also, that it is best both for themselves and their

employees to have some leisure each week for outdoor enjoyment, they will close their establishments on Wednesday afternoons during July and August.

New Company May Build Motorcycles.

The North American Motor Corporation, of Stapleton, Staten Island, N. Y., is a new concern which has been incorporated with \$10,000 capital under New York laws. The manufacture of motorcycles is stated to be among the objects for which it has been organized. The incorporators include Chauncey Cleveland, H. Bernard Layman and Priscilla Wallace.

To Deal in Cycles and Sporting Goods.

The Standard Sporting & Motor Goods Co., of New York City, has been incorporated under New York laws with \$25,000 capital. The company intends handling bicycles and motorcycles, together with motor goods and other lines. The incorporators of the concern are J. Hirschman, O. W. Freidenrich and A. Hirschman, all of New York City.

Horse Goods Firm Takes up Motorcycles.

John Moore & Co., 59 Warren street, New York, who recently "took on" a light motor car of the runabout type in addition to their line of horse goods, have gone still further into the gasoline field by taking up motorcycles. They will be distributors of the Yale in the metropolitan district.

Somerville Dealer Goes to Cambridge.

J. H. Lawrence has removed to and taken possession of the store 1986 Massachusetts avenue, North Cambridge, Mass. Previously he was in business in Somerville, which like Cambridge, is practically a suburb of Boston.

California Dealer's Store Attached.

C. N. Lacock, a cycle dealer of Orange, Cal., has been thrown into bankruptcy. His store was attached by John T. Bill, of Los Angeles, on a claim amounting to \$436.49.

FAKE NAMEPLATES COST A FINE

After Long Legal Fight British Trade Association Wins—Court Makes Lucid Interpretation of the Law.

In dealing with the evil of "fake" nameplates and transfers on cycles, designed to fool the public as to the origin or quality of the machines, it has just been shown that "they do things better abroad." Sweeping in its results, an action brought against a prominent firm of cycle manufacturers in Birmingham, England, has elicited a court decision which lays bare the imposition which such practices exercise on retail buyers. As a consequence of the decision, also, the offending company has to pay a fine, and is enjoined from further indulging in what is termed "false trade description."

The prosecution of the case was due largely to the efforts of the Cycle & Allied Trades' Association, a vigilant English organization which is endeavoring to correct and better many of the trade conditions surrounding the dealers. The actual plaintiff in the case, however, was the Board of Trade, of Birmingham, the defendant company being the New Imperial Cycle Co., of the same city.

At an auction held in Spalding a number of bicycles were offered purporting to be made by the "Royal Cycle Co., Coventry," a firm which has no existence in fact, but whose name was found to be an effective bait for buyers. Watchful in its warfare on auctions, the Cycle & Allied Trades' Association made inquiries and found that the machines had been made by the New Imperial concern. After gathering further evidence to prove the deception that was involved, the association laid the matter before the Birmingham Board of Trade and left the prosecution in its hands. The board at once commenced proceedings against the cycle manufacturers before the Birmingham Stipendiary.

The complaint was based on the "mer-

chandise marks act," it being charged that false trade description had been committed, particularly by the use of the word "Coventry" when as a matter of fact the cycles had been made in Birmingham and had never in any way been connected with Coventry and by the "Royal Cycle Co.," and would thus be deceived.

The defendants submitted that the practice of using transfers was a recognized and common one in the trade, and that the transfers in question were supplied to them by an agent and put on at his direction. They disclaimed all responsibility in the matter, claiming that when the agent sent them the transfers to be applied, they had reason to assume that he had a legitimate right to the design and wording. Incidentally, the company upon learning that the agent was supplying auction rooms, refused to sell him further.

Nevertheless, the court, while taking cognizance of the trade practice of supplying cycles with nameplates and transfers to suit the demands of the agents, declared that the defendants plainly had violated the act. He pointed out that the act was directed against the abuse of putting off on a purchaser not a bad article, but an article different from that which he intended to purchase and believed he was purchasing. There could be no doubt, he said, that anybody purchasing one of the bicycles in question would believe he was buying a bicycle manufactured in Coventry; whereas, there was no such company and the bicycle never saw Coventry. Inasmuch as the complaint had been brought chiefly to determine the legal phases of the situation rather than to punish the New Imperial company, which was but one of many doing much the same thing, only a nominal fine was imposed, which together with the costs amounted to a little more than \$125. The decision, however, is to be made the basis of further prosecution calculated to stamp out some of the more flagrant evils of the transfer practice.

Gerwing Completes His New Store.

Robert Gerwing, who in his day was one of the most famous riders in the West, just has completed the erection of a new store on North Broadway, Santa Ana, Cal., where he has been located for the past several years. Gerwing's new establishment is of concrete construction.

Repair Shop to Open up in Biscay.

John M. Kennedy and George Ohland have formed a co-partnership to engage in the motorcycle repair business, in Biscay, Minn. Kennedy has had considerable previous experience in doing this class of work.

Watertown Repairman in Bankruptcy.

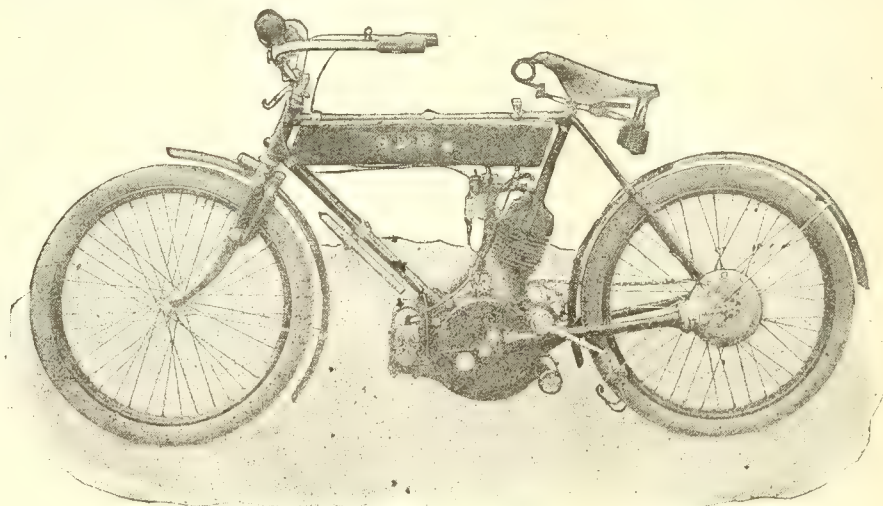
Ray J. Harris, a bicycle repairer doing business in Watertown, N. Y., filed a petition in bankruptcy on Wednesday last, 23d inst. His liabilities amount to \$751.63, and his assets are worth \$486.25.

BROOKLYN PRODUCES A NEW MODEL

Spangler and Dewald Form a Company to Manufacture the S. D. M.—Shaft Drive Its Typical Feature.

J. R. Spangler and George Dewald, of Brooklyn, N. Y., each of whom had built two or more shaft driven motorcycles, and who recently formed a partnership styled the S. D. M. Motorcycle Co., with headquarters at 155 Ridgewood avenue, have combined the best of their respective ideas in the S. D. M. model, shown by the accompanying illustration, and which is being produced in limited numbers.

Save for the transmission feature, the



accompanying picture shows that there is little about the machine which is out of the ordinary. The motor is built into the frame, its cylinder lying in the axis of the seatpost mast; the tanks fill the upper quadrilateral of the frame, and the saddle is mounted directly over the upright tube, thus bringing it pretty well toward the rear, and well down. The driving shaft, which with its housing, replaces the usual right rear fork, occupies the right side of the machine alone. The pedal driving chain from the hanger, which is just back of the motor, is mounted on the left side of the machine. In connection with the transmission, it will be observed that the driven bevel gear at the rear wheel is very large, thus bringing most of the reduction at that point. As the entire length of the shaft is hung in ball bearings, however, there can be small objection to this arrangement.

The motor is rated at $3\frac{1}{2}$ horsepower, and its cylinder dimensions are $3\frac{1}{4}$ by $3\frac{1}{4}$ inches, bore and stroke. The equipment includes, Breeze carburetter, Herz magneto, and force feed or drip oiler, feeding from a 5-quart tank. Grip control, liberal mud guards, and spring forks of the scissors type are among the refinements provided. The standard wheel base is 53 inches.

Wrapping Cable Ends and Connections.

The connections of the ignition wires to terminals should be wrapped round with rubber tape, and a little solution, such as is

used for mending tires, can be added to advantage. This wrapping up of cable ends and connections, while keeping moisture and from entering along and down the insulation, also prevents the nuts securing the cable ends from working loose and getting lost, since they cannot turn when wrapped with the tape.

Protecting Extra Shoes and Tubes.

Extra shoes and tubes should be protected by cases from the light and dust. Inner tubes in particular should be given proper care, and when not in use, they should be partly inflated and placed inside the spare shoes. Extra tubes should be spread upon a table with the valves spread half-way, and rolled up with the valves on top. Talcum or soapstone powder then should be freely

sprinkled in the folds for the purpose of lubrication.

Summer Heat and Tire Pressure.

The rise in pressure in tires, due to friction caused by the kneading of the walls, is much greater in summer than in winter, so that, in warm weather tires which have been newly inflated should be gone over after having been run long enough for normal conditions to become established, and the pressure tested by means of a suitable gauge.

How to Loosen a Refractory Nut.

A nut that resists every attempt at getting loose usually becomes more docile after it has been heated for several minutes. This can be done with a torch or by holding a piece of hot iron against it for a little while. This will cause the nut to expand slightly and make it easier to remove.

Don't Spill Gasolene on Magneto.

In filling gasolene tanks, precaution should be taken to avoid spilling any of the fluid on the magneto. Otherwise, unless the liquid is allowed to evaporate thoroughly before starting, it may become ignited by a stray spark.

Antiquity of Ball Bearings.

Ball bearings were first patented by an iron founder named Vaughn, of Carmarthen, Wales, in 1794.

MERITS OF LONG STROKE MOTOR

Their Possible Effect on the Future of Design—Difficulties of the Principle Undergoing Solution.

Despite the fact that gas engine design apparently has settled down to a plane of fairly close uniformity insofar as the practice of the various manufacturers is concerned, it is possible to discern from time to time sundry indications that even the standards which appear to be best established are liable to alteration sooner or later. One of the most significant possibilities which are included in this class is that of the general adoption of the long stroke motor, which in certain portions of the gas engine field is rapidly gaining in favor. That its acceptance by motorcycle manufacturers is at present rather a remote possibility, since no very conspicuous advances in this direction have been made as yet, does not in the least alter the proper interest which hinges about the theories involved, and which are at present regarded so seriously by automobile manufacturers as to threaten a very general alteration in the proportions of the so-called standard types of engine now in use.

In considering the relative advantages of long and short stroke motors, it must be borne in mind that the use of the word "long" is purely relative and not absolute. The long stroke motor, properly speaking, is one which has a very long stroke in proportion to its bore, rather than one which has a very great piston travel, or, in other words, is a large motor. Although there is considerable variation in the relation between the bores and strokes of engines designed for different purposes, motor vehicles as a rule are provided with motors in which the stroke is either equal to the bore, or only a fraction over it—not more than an inch or so, in most cases. Indeed, in automobile work, the popularity of the "square" motor or one having equal bore and stroke dimensions has been very great. In motorcycles, there is seldom more than an inch of difference in favor of the stroke. Where the stroke is abnormally long, judged on this basis, therefore, the machine is rightfully known as a long stroke motor, and the ratio between the bore and stroke, is the measure of its extraordinary quality in this respect.

The advantages claimed for motors which are designed with a considerable length of stroke in proportion to the bore are numerous, but chiefly depend upon the thermal advantage arising from the opportunity afforded the gas for greater expansion than is possible with the more familiar type of engine. In consequence of this greater fuel economy results, while cooler and more silent operation are other features which are worthy of recognition.

As is generally understood, the power de-

rived from the combustion of gas in the cylinder, is utilized through the expansion of the heated vapors within the enclosure back of the piston. As the piston moves downward under the influence of the pressure behind it, the pressure is constantly diminishing so that at the point of exhaust opening, it is much lower than at the instant of ignition. Nevertheless it is still fairly high, and it must be evident that by lengthening the stroke in proportion to the bore, it will be possible to obtain a greater amount of work from the same quantity of gas.

This, in a word, is the principal intention of the designer of the long stroke motor. By allowing the gas to expand to lower pressure than in the short stroke engine, more foot-pounds of work are extracted from it, the temperature of the exhaust is lowered, and the exhaust is very materially silenced. At the same time, At the same time, a greater amount of heat is lost from the cylinder walls, thus in part counteracting the advantage gained, while a number of purely mechanical considerations are involved in the adoption of this plan, not all of which are wholly advantageous.

In the first place, increasing the length of stroke means increasing the piston speed, if no other conditions are altered to correspond. But as this already has been brought up to about the highest point of satisfactory operation in order to make the engine as compact as possible for its power, increasing the stroke in most instances must involve cutting down the rate of crank shaft revolution, in order to maintain the piston speed about constant. Hence, the long stroke engine generally is known as a slow speed engine, though as a matter of fact it may be quite as high speed, as any short stroke motor of the same power, when the term is used in its technical application to the number of feet of piston travel per minute.

While reducing the speed of the crank shaft is not necessarily a serious disadvantage in other respects, it does afford opportunity for the exaggeration of any possible tendencies to piston leakage, while it also increases the amount of piston friction, and necessitates the use of a relatively heavy fly wheel in order to deaden the effect of the slow pulsations of the motor due to the less frequent explosions. Another difficulty to be contended with is that of effecting the lubrication of the cylinder uniformly and continuously. Evidently as the relative length of the cylinder is increased, this becomes more difficult.

With improved methods of casting and finishing cylinders and pistons, as well as of effecting the distribution of the lubricant, these and other mechanical difficulties, which at one time impeded the successful construction of a long stroke motor to run at moderately high piston speeds, are being overcome, so that the engineer of the present day finds less difficulty than formerly in working out such a design. The present

trend in the construction of engines for small runabouts on the Continent, is to do away with the two and four cylinder motors heretofore employed, and to replace them with single cylinder productions which, in some cases have a stroke which is more than $2\frac{1}{2}$ times the bore.

That this is a marked reaction from the old practice of increasing the number of cylinders as much as possible, is perhaps of less interest to the average motorcyclist than the fact that this is being accomplished through the instrumentality of the long stroke motor. Should the results in economy and long life of moving parts which are expected to result, actually be achieved, there is considerable probability that motorcycle designers likewise would feel inclined to adopt this very latest development in gas engine practice.

Novel Remedy for Carbon Deposits.

Of all methods of cleaning out a motor and riding it of carbon deposits, probably the most novel and mysterious is the "dry powder" system which only recently has been introduced, in connection with a decarbonizing preparation which is offered as making this method possible. Dispensing with the use of gasolene, kerosene or any other liquid in its composition, the compound, which is known as Blachford's Thermody Decarbonizer, is a dry powder which comes in cartons or tubes, each holding sufficient for treating one cylinder. After the engine has been pretty well heated by permitting it to run, the spark plug of one cylinder is removed and the contents of a tube poured into the spark plug opening, after which the plug is replaced and the engine run for a few moments with the throttle open and the spark retarded. The operation is repeated for each cylinder until all the cylinders have been treated, after which the throttle is opened wide to get the hottest flame during the longest period. The cleaning effect is represented as not only clearing the cylinder and piston head, but as performing a similar result for the exhaust line and muffler, the carbon being visible as it comes out in the exhaust. The decarbonizer, which comes in boxes containing eight charges, and is marketed by the National Standard Selling Co., 435-A-B-W, Produce Exchange, New York City, cannot be dissolved in gasolene or oil, nor is it abrasive in its action, it being claimed that it cannot stick up the valves or gum the pistons or piston rings.

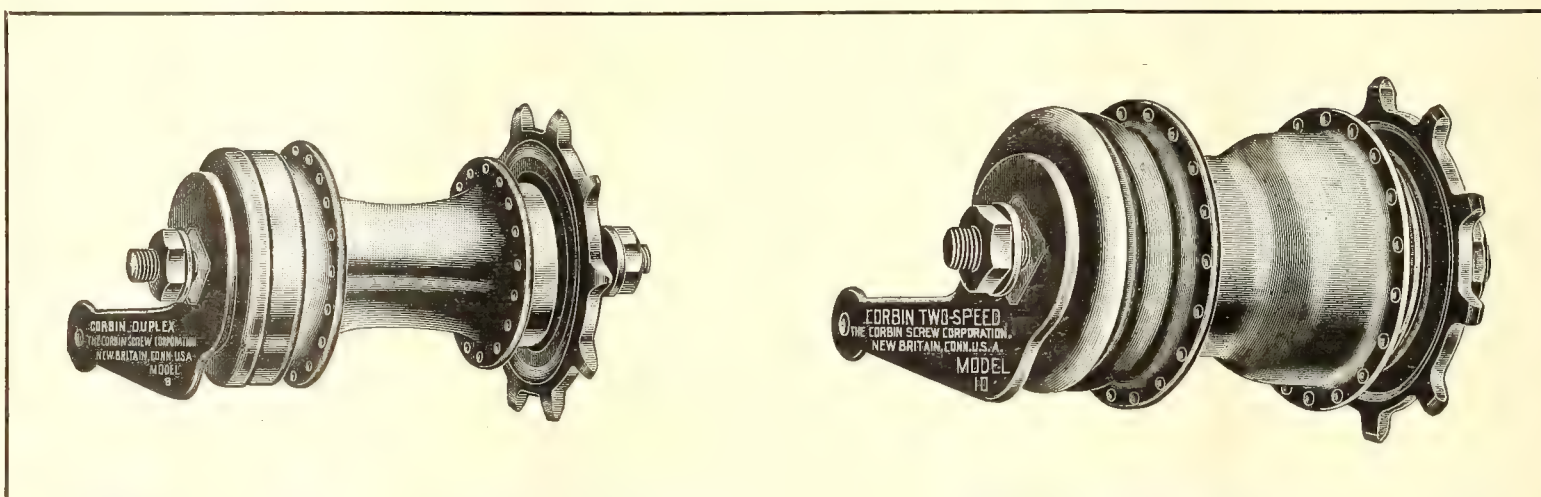
Simple Test for Acids in Oils.

A simple home test to determine the presence of acid in lubricating oil may be carried out as follows: Procure from the druggist a solution of sodium carbonate in an equal weight of water. Take a small quantity of the oil and an equal amount of the sodium solution. Place them in a bottle, shake, then allow to stand. If there is any acid present it will settle to the bottom as a precipitate, the amount of precipitation indicating the quantity of acid present.

Coasting, Slowing or Stopping Quick

should be accomplished almost "sub-consciously," without need of worry or thought as to the means. The mind is perfectly at rest as to the means of doing things when the riders have

Corbin Coaster Brakes



¶ Righteous pleasure is the portion of the dealer who fits Corbins to his customers' machines, because he is able to give such generous value.

¶ Corbin Coaster Brakes are offered in models for chain and chainless bicycles and for chain or belt driven motorcycles, and with front hubs to match.

¶ Bear in mind, also, the Corbin TWO SPEED.

¶ Owners and dealers should feel free to write us.

CORBIN SCREW CORPORATION

LICENSED COASTER BRAKE MANUFACTURERS.

NEW BRITAIN, CONN, U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JUNE 26, 1909.

"The Bicycling World surely is a welcome regular visitor and a real necessity. It keeps me posted on 'what's doing.'"—Miles McIntyre, Grants Pass, Ore.

The Effect of the Open Muffler.

Despite its age, the old question of the open muffler, particularly in the aspect of its effect upon the man in the street, is still a very live issue. Notwithstanding the activities of many individuals and even a number of clubs in different parts of the country, the unmuffled exhaust is unpleasantly loud and active, and however heedless those who disregard the fact may be, it exercises a strongly unfavorable influence against both the machine and the entire army of its riders, regardless of their own individual attitudes in the matter, as is well known to every man in the industry and as so often has been remarked.

A fair example of the effect upon men of the class who are able to afford any sort of machine their fancy may choose, totally apart from the question of expense, is furnished by a communication addressed to the Bicycling World by a man in Georgia, who writes as follows:

"I am contemplating purchasing a motorcycle, and am writing to ask your expert opinion on the most desirable one, irre-

spective of price. I want about a 3 horsepower touring model, the greatest, or rather the most important consideration being quietness of operation. I have no desire to sit over a rapid fire gun, and if you could advise me privately as to the quietest machine of high quality on the market I would appreciate it very much.

"I like the outlines of the — very much, but have been unable to ascertain if it is the quietest machine made.

"We have a number of —, and other cheap machines here, or in Atlanta, rather, but their infernal noise is distracting."

The unfortunate part of the open muffler nuisance is that the uninited are brought to believe that the noise is part of the brand of various machines, and that when they learn that the racket, which they have supposed was an inevitable accompaniment of the operation of one make or another, really is a matter of carelessness on the part of some of the men who ride that particular make, they are repelled from that class of rider quite as much as they were from the machine because of its supposed defect. Happily some manufacturers are coming to see the tradewise advantages of building for quiet operation, but it is a great misfortune that despite their efforts, hundreds of riders continue to thwart the best interests of the pastime by what our correspondent calls "their infernal noise." How it serves to create prejudice and false opinions is also well illustrated in his case. The machine he terms "cheap" is one of the best known and best made in America.

The reverse of the picture and the good effects of the closed muffler is well represented by another letter—one from Mr. A. W. Olson, of Pueblo, Col., who, after remarking that without the Bicycling World he would be "all at sea," adds: "Motorcycles will be popular here, as everyone comments favorably on them, due, I think, to the absence of the 'open muffler fiend.'"

Motorcycles Wanted for Non-scorchers.

From many outward indications it would seem to be the case that the rapid development of the motorcycle industry has bred nothing but a desire for speed and more speed, among the riders, and that all the requirements felt by the manufacturers are for the qualities in the product which make for speed and speed alone. But those who are better informed are well aware that a strong undercurrent of feeling exists which is constantly seeking expression in varied demands for the most conservative pattern

of mount; for the mount that can be run comfortably at moderate and low speeds.

Because of the great amount of advertising which is afforded to racing performances, and because of the self-advertisement of the lawless class of noise-making scorchers, the high-speed end of the pastime receives an altogether disproportionate amount of prominence. The unobtrusive class of riders, who prefer creature comfort and cleanliness, to speed, dust and mileage, are crowded out of the public prints, and in many cases almost out of mind also. Nevertheless we have known of several recent instances in which twin cylinder machines have been returned in exchange for singles, for the sole reason that the larger machines offended on the score of being too fast. While instances in which riders are constantly complaining of engine troubles which are caused solely through their own endeavors to run them at slower speeds than they are properly designed to sustain are numerous.

But apart from the demands of that class who are termed "potterers," there is felt even among those who do require sufficient power to make high speed at proper times, a requirement for better controllability, less noisy operation and smoother running at low speeds, which is most insistent. He is indeed a wise manufacturer who reads the handwriting on the wall and develops his product with a view to satisfying the strongest feeling of some and the better feeling of all riders in the matter.

The demand for the lightweight twin of moderate power which is reported by its importers is another indication that points in the same direction and one that should not be overlooked. There are very many reasons why such a machine should become immensely popular. Its use is delightful, its handling is uncommonly convenient, it has all the speed the law allows, it is a splendid hill climber, and it can be made the means of attracting to motorcycling a highly desirable class of men and its use is not likely to be followed by those many "come-backs" which constitute probably the most disagreeable and expensive features of the motorcycle business and which are so greatly intensified by the craze for and indulgence in high speed.

"Enclosed find renewal of my subscription for the Bicycling World, the perusal of which affords me great pleasure. It keeps one in touch with cycling the world over."—C. J. Rykert, Chicago, Ill.

DATES FIXED FOR THE F. A. M. MEET

Will Occur August 11, 12 and 13—Dates and Route for National Endurance Contest Also Selected.

After a long period of uncertainty, the Indiana Motorcycle Club of Indianapolis, to whom the function was awarded, has selected the dates August 11, 12 and 13 for the annual meet of the Federation of American Motorcyclists.

The delay and uncertainty was due to the delay in the completion of the Indianapolis motor speedway. Rain greatly has retarded the work on that enormous enterprise and it was not until late last week that its owners were willing to commit themselves to a definite date when the track would be ready for use. On the verge of despair the Indianapolis Motorcycle Club had sought to obtain the fast fair grounds track which had been used on a previous occasion, but the horsemen claimed that automobiles and motorcycles do too much damage and refused to lease it.

Naturally, the speedway is a far more desirable course and as the F. A. M. meet will inaugurate it, a memorable session of racing and large crowds are in prospect. The track is located four miles from Indianapolis and close by the city's chief bathing and pleasure resort, Riverview Park, which also is expected to figure largely in the F. A. M. festivities.

The first day of the meet, Wednesday, **August 11**, will be devoted to the reception and entertainment of visitors and possibly a street parade. The two following afternoons will be given to the races on the speedway, and the evenings to entertainment of a varied character which probably will include a big smoker and pugilistic mill. The racing program also will be varied. Among the events to be decided will be the one, five and ten miles, and one hour national championships, which, as is its right, the Indianapolis club has chosen. It is probable that an economy test on the point system also will be run.

With the settlement of the dates for the meet, the selection of the days for the national endurance contest likewise has been rendered possible. As usual, it will directly precede the meet and will occur on Monday and Tuesday, August 9 and 10. The route will be from Cleveland, Ohio, to Indianapolis, via Canton, Columbus and Dayton, O., and Richmond, Ind. The total distance is approximately 350 miles and most of the route comprises the old national pike, a hard and rolling, if not hilly, surface.

For some time there has been doubt whether the endurance contest would be conducted by the Indianapolis Motorcycle Club or, as hitherto was the case, by the F. A. M. itself. The president of the national organization had informed the club that it was its duty to conduct the event, but the club felt that it was no part of

he meet proper, and as its hands already were full, it saw no reason why the long established precedent should be departed from and why it should shoulder the additional burden, although ready and willing to lend all possible assistance. As a result of the justifiable stand, the endurance contest will be again conducted by the national organization, a committee, comprising G. H. Hamilton, of Indianapolis, chairman; F. B. Hart, Chicago, and A. G. Chapple, New York, having been appointed for the purpose.

Hastings Speeds to Boston and Back.

With the muffler of his Indian twin wide open and a sweet little flag fluttering on the handle bar, at high noon on Thursday last, 25th inst., T. K. Hastings dashed up congested Nassau street and across Park Row, New York, at a pace that usually leads to the police station, but which on this occasion landed Hastings in Boston, Mass., 243 miles distant, at exactly midnight on the same date. After resting for an hour, he retraced his route, reaching New York at 2.30 p. m. yesterday. The round trip, therefore, occupied 26½ hours, which Hastings, of course, sets up as the motorcycle record for the round trip between the two cities. He has some friends in the New York police department, but he evidently was unaware that last week the governor of Massachusetts signed the law which, among other things, specifically provides that anyone "who operates a motor vehicle for the purpose of making a record" shall be punished by fine up to \$200 or imprisonment up to six months, or both.

Prince's Two-Miles-a-Minute Track.

Jack Prince has so well advanced the work on the three lap motorcycle track which he is building in Springfield, Mass., that its completion within three weeks is extremely probable. The track is located on the Indian Orchard road on a plot of ground leased by the Hendee Mfg. Co., and Prince believes that it will prove his crowning achievement and will so upset the records made on his Los Angeles course that the skeptics, both foreign and domestic, will have even greater reason for marveling and comment. It is almost a perfect circle and Prince declares that if any machine is capable of the pace, it safely will sustain a speed of two miles a minute. The track will be inaugurated by a big race meet, probably on July 24th; it is understood that the remaining F. A. M. national championship, not selected by the Indianapolis club for decision at the annual meet, already has been bespoken.

Chicago Reliability Run Postponed.

The Chicago Motorcycle Club's reliability run, which had been planned for the present week, has been postponed until July 8, 9 and 10. The contest will comprise three hard days' runs, the first being to South Bend, Ind., and back; the second to Rockford, Ill., and return, and the third to Ottawa, Ill., and back.

COMING EVENTS

June 27, Philadelphia, Pa.—Philadelphia Motorcycle Trade Association's reliability run to Reading and return; open.

June 27th, New York City—Amsterdam Wheelmen's Queensboro century run; open.

June 27, San Jose, Cal.—San Jose Motorcycle Club's hill climb on Alum Rock hill; open.

June 30, St. Paul, Minn.—Lake Como 10-miles handicap road race; open.

July 4, Alameda, Cal.—Alameda Wheelmen's race meet; open.

July 4, Penn Yan, N. Y.—Penn Yan Racing Association's motorcycle race meet; open.

July 4-5, San Francisco, Cal.—San Francisco Motorcycle Club's 500 miles endurance contest; open.

July 5, Rahway, N. J.—Pierce Cycle Club's fifth annual 25 miles Rahway handicap road race; open.

July 5, Dunkirk, N. Y.—Dunkirk Cycle Club's fourth annual 20 miles handicap road race; open.

July 5, Mishawaka, Ind.—40 miles motorcycle road race to Goshen and return; open.

July 5, Baltimore, Md.—Carroll Cyclers' race meet at Clifton Park; open.

July 5, Alameda, Cal.—Alameda Wheelmen's race meet; open.

July 5, Atlanta, Ga.—Handicap road race for colored riders.

July 7, Plainfield, N. J.—Plainfield Cycling Club's 10 miles Diamond handicap road race; open; and other closed events.

July 8-10, Chicago, Ill.—Chicago Motorcycle Club's endurance contest; open.

July 10, Buffalo, N. Y.—Iroquois Athletic Association's bicycle meet at Lafayette field; open.

July 10, Haverhill, Mass.—Bicycle marathon handicap road race; open.

July 11, Brooklyn, N. Y.—New York State Division Century Road Club of America's 50 miles pleasure trip to North Beach, L. I., and return; open.

July 11, Valley Stream, N. Y.—Long Island Division Century Road Club Association's 15 miles handicap road race; open.

July 11, Philadelphia, Pa.—Fifth annual 60 miles record run from Camden to Atlantic City; open.

July 11, San Jose, Cal.—Annual 100 miles inter-club relay race.

July 17, St. Louis, Mo.—St. Louis Cycling Club's annual 20 miles Forest Park handicap road race; open.

July 17, Newark, N. J.—New Jersey Motorcycle Club's motorcycle race meet at Olympic Park; open.

NEW YORK CLIMB IS MUCH MIXED

Goerke and Voelker Win Everything, but Wrangles, Protests and Accident Mar the Sport—Chapple Suspended.

On Saturday last, 19th inst., the New York Motorcycle Club conducted its seventh annual open hill climbing contest. None of the six that preceded it were in the same class with it, and no real friend

ible for most of the arrangements. During the day Chapple afforded a fine close range study of the possibilities of the private owner class if ever that class is instituted. The entry blank restricted the contest to catalogued machines, and save in two events contained a special prohibition of port holes. Nevertheless, Chapple, as one of the entrants, came to the scene with an assortment of Indian motorcycles provided with exhaust ports which were loosely covered with

The club captain then wanted to change the program, but the referee would not consent to it, and finally becoming disgusted at such selfish sportsmanship, he advised Chapple to find another referee. No one wanted the job, but finally R. S. Morton, former chairman of the F. A. M. competition committee, who now is in the Indian employ, was pressed into service. This caused another howl and when Kellogg protested and also questioned the small rims and tires on the Indians, Chapple threat-



THE TAKE-OFF AT THE FOOT OF THE HILL

of the club will wish that there may be another just like it. For it was an affair quite unworthy of the oldest motorcycle organization in America. It began with a wrangle that delayed the proceedings nearly two hours, it was punctuated by other wrangles and it ended in an accident that was tragic though it proved not so serious as it first appeared. Nearly every one who had to do with the contest left the scene ill humored and with a bad taste in the mouth.

The story of the competitive results may be told in a very few words. The program comprised seven events. Walter Goerke (Indian) won four of them, and Fred Voelker (N. S. U.) the other three. Stanley T. Kellogg, on the big Merkel twin, had a look-in in one of the events which Goerke won, which is to say that they tied for first place. In the run-off, however, Kellogg crashed into A. G. Chapple, who was descending the hill, although he had no business whatsoever thereon, and was rendered hors de combat.

Chapple is captain of the promoting club and, assisted by a professional press agent and expectant promoter, had been respons-

bands. When the referee whom Chapple had literally begged to officiate, positively refused to permit the machines to be used, the wrangle began. Although Chapple declared the contest would be ruined by such a decision, the referee remained obdurate.



ONE OF THE GENUINE PRIVATE OWNERS

ened to "knock his block off," which is one of his favorite threats. Other club officers present were called together and confirmed Morton's appointment, however, and Morton promptly ruled out the portholed Indians. Defying Morton's ruling, Chapple in the very first event, went up the hill on one of the prohibited machines and though his time—the slowest—was ordered eliminated from the records, he was permitted to ride in the other events. Whether any other machines that did not accord with their catalogue descriptions were used is not known, as no official examination of them was made.

Walter Goerke also was affected by the decision forbidding porthole machines, but he accepted it with fairly good grace and as there was an abundance of other fast Indians on hand, he was able to render his usual good account of himself. Although he once narrowly missed the curb at the take-off of the hill, he rode in faultless style. But that he received a surprise in the opening event—for machines not exceeding 24 cubic inches—is undoubted. In that event, Fred Voelker brought the little N. S. U. light-

weight twin into play for the first time in this country and it proved a revelation. Voelker, who has improved rapidly, and though he lost his pedals and saw-sawed near the top, he flew up the steep 1,900 foot grade in $33\frac{3}{5}$ seconds. Goerke required $41\frac{3}{5}$ seconds to make the ascent, and Allen Cardwell (R-S) 46 seconds. Oscar Hedstrom, the mechanical wizard of the Indian factory, who was present, also appeared surprised by the result and in consequence he and Goerke exchanged a short but pointed passage of words. But in the very next event—not exceeding 30.50 cubic inches—Voelker on the same machine, which, by the way, retained even its spring forks, repeated his victory. He went up in $33\frac{4}{5}$, Goerke running second place in $34\frac{2}{5}$. Following instructions, Goerke then pro-

Kellogg, a past master, staggered and had to cut off power on the curve near the top of the hill. He nevertheless equalled Goerke's time of 23 seconds. Harry C. Mapp, on a 5 horsepower Indian, which he himself had tuned up, was the runner-up in 26 seconds. He was almost as pleased as if he had won. None other of the competitors came near to these times and in the run-off of the tie, Goerke made the first flight. He found more speed and went up in $21\frac{4}{5}$ seconds. When he made his essay, Kellogg got a poor start. The take-off was a ticklish one. The actual starting line was about 100 yards up the hill, but to work up as much speed as possible all of the riders started around the corner of the cross road at the foot of the grade. This required that they run wide before straightening out and several narrow escapes from dashing into the curb

around, dismounted in the road, and directly in Kellogg's path. Kellogg tried to avoid him, but did not succeed, and crashed into the curb and sustained a terrible fall. He suffered a long, deep gash on his jaw-bone, scraped his forehead and when picked up, still conscious, he complained of pains in his back and abdomen. He was attended by Dr. J. P. Thornley, who was serving as a timer, and it was first thought that he was seriously injured. But happily this proved not the case and he was able to leave the hospital the next day and to attend to minor business on Monday.

Chapple was full of regret and Kellogg, whom he had threatened to assault earlier in the day, was quick to acquit him of intention. However, Dr. Thornley, who is chairman of the F. A. M. competition committee, did not suffer the occurrence to



FRED VOELKER



WALTER GOERKE



STANDLEY T. KELLOGG

tested the piston displacement of the N. S. U., and later in the day Voelker, also obeying orders, returned the joke by similarly protesting the seven horsepower Indian. There is no doubt that both machines are well inside the limits, but the jokes stood and at the close of the proceedings, both were shipped to a New York garage for measurement. At last reports no decision had been made public. In the 30.50 class, G. H. Curtiss, looking so thin and drawn as to suggest that aeroplaning does not agree with him, made his appearance on what is understood to be the Curtiss model for 1910, which has a motor with mechanical inlet and exhaust valves—of large size and interchangeable—located in the head.

Following his unexpected defeats by Voelker, Goerke accounted for the next three events in fine style in $26\frac{2}{5}$, $24\frac{3}{5}$ and 25 seconds, respectively. It was not until the 61 cubic inch porthole class that he again encountered serious opposition in the person of Stanley T. Kellogg, riding the Merkel chain driven twin, which seems so full of power that the handling of it is no small feat. It is certain, at any rate, that

of the sidewalk resulted. In running off the tie with Goerke, Kellogg, as stated, got away badly and ran off the crown of the road in making the turn. As he did so, Chapple, who for some unknown reason, had gone partly up the hill and turned

pass unnoticed. He took a telegraphic vote of his committee and suspended Chapple for 30 days for violating the rule requiring competitors to leave the track immediately after they have finished the event in which they are engaged. He also reprimanded him for using a disqualified machine in defiance of the referee's ruling.

When Kellogg ran into the curb, his machine suffered only trifling damage, but Harry Mapp and his motorcycle were on the sidewalk and both were struck, a bone in Mapp's ankle being broken and the heel of his shoe being torn off as cleanly as if cut by a knife. His machine also was considerably injured.

After the accident, interest in the contest petered out, and the event run according to Callender's formula attracted practically no notice. After the weighing and climbing had been shaped up with the mathematics, it was found that Voelker and his little N. S. U. twin again had scored a decisive victory.

About 1,000 persons viewed the sport and in addition to the Kellogg accident, those at the foot of the hill saw another competitor brought down by a rope stretched



ADMINISTERING TO KELLOGG

across the road and also witnessed a fine row between a horseman and an official which was quelled by the police. Few of the spectators knew anything about the contest, as the programs distributed, while

full of advertisements, did not contain the names or numbers of the contestants.

The hill employed is located at Hastings, 18 miles from New York City, and that portion brought into use, measured

1,900 feet long; it has an average gradient of 14 per cent., the steepest part, on which loose top dressing remains, being at the top. The summary of results is shown by the accompanying table.

Class A—For Machines Not Exceeding 24 Cubic Inches Piston Displacement.

Rider's Name and Residence.	Machine	Nominal h. p.	No. Cyls.	Bore in.	Stroke in.	Displacement in.	Rider's Wt.	Machine Wt.	Time.
Fred Voelker, New York.....	N. S. U.....	3	2	2 1-16	3	19.20	137	120½	.33¾
Walter Goerke, Brooklyn.....	Indian.....	2¾	1	2 3-4	3¼	19.30	136	140	.41¾
Allen Cardwell, Brooklyn.....	R.-S.....	3	1	2 15-16	3¼	22.02	147	140	.46
A. J. Sicard, Hackensack, N. J.....	Thor.....	3	1	2 3-4	3¼	19.30	173	171½	

Class B—For Machines Not Exceeding 30.50 Cubic Inches Piston Displacement.

Fred Voelker, New York.....	N. S. U.....	3	2	2 1-16	3	19.20	137	120½	.33¾
Walter Goerke, Brooklyn.....	Indian.....	3½	1	3 1-4	3¼	26.96	136	145	.34¾
K. F. Moore, Bloomfield, N. J.....	Excelsior.....	3½	1	3 1-4	3½	29.00	120½	185	.37
S. T. Kellogg, Bridgeport, Conn.....	Excelsior.....	3½	1	3 1-4	3½	29.00	136	185	.38
G. H. Curtiss, Hammondsport, N. Y.....	Curtiss.....	3½	1	3 1-4	3½	30.50	150	125	.40
A. D. Cardwell, Brooklyn.....	R.-S.....	3	1	2 15-16	3¼	22.02	155	140	.46¾
F. Weatherbee, N. Y. City.....	Excelsior.....	3½	1	3 1-4	3½	29.00	128	185	1.04

Free-for-All—Not Exceeding 30.50 Cubic Inches Piston Displacement. Exhaust Ports Permitted.

Walter Goerke, Brooklyn.....	Indian.....	4	2	2 19-32	3	30.50	136	120	.26¾
A. G. Chapple, Brooklyn.....	Indian.....	4	1	2 7-16	3¼	30.50	145	125	.26¾
K. F. Moore, Bloomfield, N. J.....	Excelsior.....	3½	1	3 1-4	3½	29.00	120½	185	.36
S. T. Kellogg, Bridgeport, Conn.....	Excelsior.....	3½	1	3 1-4	3½	29.00	136	185	.37¾

Class D—For Machines Not Exceeding 50 Cubic Inches Piston Displacement.

Walter Goerke, Brooklyn.....	Indian.....	5	2	2 3-4	3¼	38.61	136	150	.24¾
A. G. Chapple, Brooklyn.....	Indian.....	5	2	2 3-4	3¼	38.61	145	150	.26¾
Leroy Cook, Yonkers, N. Y.....	Indian.....	5	2	2 3-4	3¼	38.61	120	152	.30
J. T. Scoda, Bridgeport, Conn.....	Indian.....	5	2	2 3-4	3¼	38.61	142	150	.31
Howard Logan, New Haven, Conn.....	N. S. U.....	6	2	2 15-16	3 17-32	48.50	120	160	.31¾
Thomas Rice, New York.....	Indian.....	5	2	2 3-4	3¼	38.61	132½	153	.31¾
Percy Drummond, Newark, N. J.....	Indian.....	5	2	2 3-4	3¼	38.61	135	170	.32
Allen Cardwell, Brooklyn.....	R.-S.....	6	2	2 15-16	3¼	44.05	147	168	.38

Class E—For Machines Not Exceeding 61 Cubic Inches Piston Displacement.

Walter Goerke, Brooklyn.....	Indian.....	5	2	2 3-4	3¼	38.61	136	150	.25
A. G. Chapple, Brooklyn.....	Indian.....	5	2	2 3-4	3¼	38.61	145	150	.26¾
Howard Logan, New Haven Conn.....	N. S. U.....	6	2	2 15-16	3 17-32	48.50	120	160	.29¾
Leroy Cook, Yonkers, N. Y.....	Indian.....	5	2	2 3-4	3¼	38.61	120	152	.31
C. A. Chretien, Yonkers, N. Y.....	Curtiss.....	6	2	3 1-4	3¼	54.00	165	170	.32
H. E. Purdy, Yonkers, N. Y.....	Curtiss.....	6	2	3 1-4	3¼	54.00	180	160	.35½

Free-for-All—Not Exceeding 61 Cubic Inches Piston Displacement. Exhaust Ports Permitted.

Walter Goerke, Brooklyn.....	Indian.....	7	2	3 7-16	3¼	60.32	136	150	.21¾
Stanley T. Kellogg, Bridgeport, Conn.....	Merkel.....	7	2	3 7-16	3¼	60.32	136	150	.23
H. C. Mapp, New York.....	Indian.....	5	2	2 3-4	3¼	38.61	138	150	.25
Fred Voelker, New York.....	N. S. U.....	6	2	2 15-16	3 17-32	48.50	137	160	.28
A. G. Chapple, Brooklyn.....	Indian.....	7	2	3 7-16	3¼	60.32	145	150	.29
Edward Swain, New York.....	R.-S.....	7	2	3 7-16	3¼	60.32	155	175	.34¾

Callendar's Formula.

Rider's Name and Residence.	Machine.	No. Cyls.	Bore.	Stroke	Piston Displ.	Wt. Machine	Wt. Rider	Time	Points
Fred Voelker, New York.....	N. S. U.....	2	2 1-16	3	19.20	120½	137	.35	2.32
Walter Goerke, Brooklyn.....	Indian.....	1	2¾	3 1-4	19.30	153	136	.42¾	2.57
K. F. Moore, Bloomfield, N. J.....	Excelsior.....	1	3¼	3 1-2	29.00	185	120½	.38½	3.282
A. J. Sicard, Hackensack, N. J.....	Thor.....	1	2¾	3 1-4	19.30	171½	141	.58¾	3.283
Thomas Rice, New York.....	Indian.....	2	2¾	3 1-4	38.61	153	132½	.32¾	4.03

New Club Holds Its First Meet.

Although a small crowd was present and the track too small to permit of great speed the finishes at the race meet of the Queen City Motorcycle Club, of Cincinnati, Ohio, at the Carthage race course, Wednesday afternoon last, 23d inst., were sufficiently exciting to produce thrills. An unusual accident occurred after the third race. Frank Reach, after finishing, slowed up and turned around just as W. D. Weaver came down the track at terrific speed. Both men saw that a crash was inevitable so they jumped. Reach escaped injury but Weaver rolled over and over in the dust and sustained a sprained knee. The impact of the machines was so great that they interlocked and could not be pried apart. The summaries:

Two miles for machines under 20 cubic inches—Won by W. D. Weaver; second, Otto Miller; third, R. W. Lucas. Time, 3:10.

Five miles free-for-all—Won by Emil Buerger; second, G. Ross; third, W. D. Weaver. Time, 7:30¾.

Three miles for machines under 30½ cubic inches—Won by Emil Buerger; second, G. Ross; third, R. W. Lucas. Time, 4:29¾.

Ten miles handicap—Won by G. Ross; second, Emil Buerger; third, R. W. Lucas. Time, 14:28¾.

Unlimited pursuit—Won by G. Ross; second, R. W. Lucas. Distance, 3½ miles.

Marathon race (26 miles 285 yards)—Won by Emil Buerger; second, R. W. Lucas. Time, 39:42.

Carmen Captures Big "Cork Race."

Clarence Carmen led home a field of 41 riders in what was undoubtedly the biggest "cork race" held by the Empire City Wheelmen in Brooklyn, on Sunday, 20th inst. Joe Orlando, the bicycle Marathon winner, was one of the contestants, but blew up after making an early bid for the lead. The pace was fast throughout and at the long hill leading to Dyker's meadows, all but 12 riders had been dropped. Carmen and Fisher made a hot finish, only three inches apart.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.



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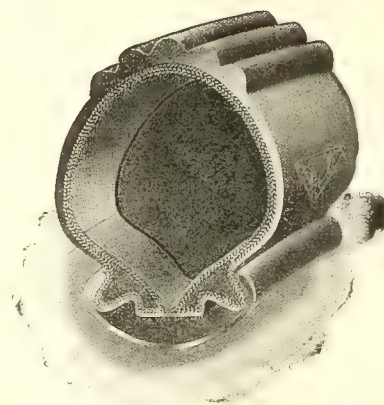
Indianapolis G & J



RESULTS OF Dayton Motorcycle Race Meet June 19th

1st, 2d and 3d in every event was won
on Indianapolis G & J Tires.

33 riders entered in the 10 events. 29
of them used G & J Tires. None of these
riders experienced a particle of tire trouble.



CORRUGATED TREAD



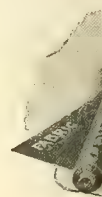
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Price, 60c.



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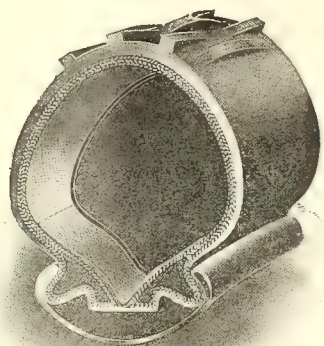
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G & J MOTORCYCLE
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RESULTS OF New York Motorcycle Club Hill Climbing Contest

June 19th

G & J Tires won four of the seven events, including the free for all, and made the fastest time of the day.

Y, Indianapolis, Ind.

Detroit
 Chicago

New York
 San Francisco

Denver
 Buffalo

Philadelphia
 Toledo, O.



THE AMOUNT of pleasure derived from driving a motorcycle is in direct proportion to the efficiency of tires. All experienced riders who know what good tire service really means are using

Indianapolis G & J Motorcycle Tires

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Price, 50c.



G & J MOTORCYCLE
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Price, 25c.

RESULTS OF New York Motorcycle Club Hill Climbing Contest June 19th

G & J Tires won four of the seven events, including the free for all, and made the fastest time of the day.

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Pittsburg
Los Angeles

Atlanta
St. Louis

Boston
Portland

Omaha
Minneapolis

Detroit
Chicago

New York
San Francisco

Denver
Buffalo

Philadelphia
Toledo, O.

HUYCK'S BIG DAY AT DAYTON

Chicago Rider Captures Six Out of Ten Events at Motorcycle Meet—Nixon Scores a Trio of Victories.

Fresh from his triumphs at Los Angeles, Cal., Fred Huyck dropped in at the race meet of the Dayton (Ohio) Motorcycle Club on Saturday last, 19th inst., and carried off the lion's share of the honors. In addition to winning six of the ten races, he lowered the track record of 1:14 $\frac{3}{5}$, held by himself, by $\frac{3}{5}$ of a second.

Owing to the large field of starters the 10 miles handicap was reduced to half that distance. Huyck, on an Indian, overhauled the field and won out in 6:40 $\frac{3}{5}$, with Harvey Bernard, on a Harley-Davidson, second. In the three miles match race, Kenneth Allen went into the fence on one of the turns and was unconscious when picked up. He was taken to an hospital, where it was found that a bruised right arm was the extent of his injuries. Allen later returned to the races and walked down the track to the grandstand, where he received an ovation. The race was called off, owing to the crowd which rushed on the track when the accident occurred. Several other riders fell during the day, but no serious injuries resulted.

The ten miles pursuit race was a badly mixed affair, and no time was announced. Berner protested against the race being awarded to Huyck, the former claiming that he had not been passed by any other rider. Acting under the referee's instructions, one of the judges flagged Huyck, who stopped, believing he had won.

Harvey Nixon, on an Indian, won the three miles club cup race in 4:11; Harry Gross, on a Thor, was the runner-up. Huyck required but 3 $\frac{1}{8}$ miles to overhaul the long markers in the unlimited pursuit, the time being 4:15. About 2,500 people witnessed the racing. The summaries:

Three miles for machines, not exceeding 20 cubic inches piston displacement—Won by I. Howitch, Indian; second, Kenneth Allen, Thor; third, J. G. De Gruchy, R-S. Time, 5:26 $\frac{3}{5}$.

Two miles open, for machines not exceeding 30.50 cubic inches piston displacement—Won by Fred Huyck, Indian; second, Harvey Bernard, Harley-Davidson; third, H. Nixon, Indian. Time, 2:41.

Five miles handicap—Won by Fred Huyck, Indian; second, Harvey Bernard, Harley-Davidson. Time, 6:40 $\frac{1}{5}$.

Ten miles pursuit race—Won by Fred Huyck, Indian; second, W. Berner, R-S. No time announced.

Three miles match race—Won by H. Nixon, Indian; second, Harry Gross, Thor. No time announced.

Five miles open—Won by Fred Huyck, Indian; second, W. Berner, R-S. Time, 6:45.

Three miles free-for-all—Won by Fred Huyck, Indian; second, H. Nixon, Indian; third, Harvey Bernard, Harley-Davidson. Time, 4:03 $\frac{3}{5}$.

Three miles club challenge cup race—Won by H. Nixon, Indian; second, Harry Gross, Thor; third, I. Hawitch, Indian. Time, 4:11.

Five miles handicap—Won by H. Nixon, Indian; second, Harvey Bernard, Harley-Davidson; third, I. Howitch, Indian. Time, 6:52.

Unlimited pursuit race—Won by Fred Huyck, Indian. Distance, 3 $\frac{1}{8}$ miles. Time, 4:15.

Clifton Stadium Changes Hands.

After losing considerable money through their inexperience and lack of knowledge of racing affairs Messrs. Finkle and McBrier, who controlled the greater part of the Stadium Amusement Co., which owned the 6 laps saucer track at Clifton, N. J., have disposed of their holdings.

The new owner of the track is the Clifton Stadium Co., which last week was incorporated in Paterson, under New Jersey laws. The incorporators named are Charles F. Turville, J. Frank Galvin and William H. Marcy.

Although not mentioned in the papers Elmer G. Collins also has an interest in the track. Derosier, the motorcycle rider, is not interested in the new company, although it was reported that he was to become one of the new owners.

The Clifton Stadium is a money-making proposition if it is managed properly and mismanagement is attributed as the cause of failure of the former management. The new company will attempt to manage the track differently and have secured Dave Dunn, who long has been associated with P. T. Powers, to undertake the actual management.

The Clifton Stadium Co. was incorporated for \$10,000, although the amount of holdings of each of the incorporators was not stated. It was learned this week that \$7,000 was paid to the former owners, a part of it in cash and notes issued for the balance.

No Picture for the Picture Run.

Eighty members of the Providence (R. I.) Motorcycle Club turned out for the club's annual picture run, on Sunday last, 20th inst. Before leaving the city, the riders lined up before the cameras at Roger Williams Park and after the shutter dropped, the run to Rocky Point and Palace Gardens was resumed. When the plate was developed, sad to relate, the photograph proved "unfit for publication."

Terre Haute Club Organizes.

The Terre Haute (Ind.) Motorcycle Club was organized on June 18th, with 21 names on the charter list and these officers: J. E. Sayre, president; J. F. Probst, vice and treasurer. It is the club's intention to affiliate with the F. A. M.

ESCOBAR NEARLY THE WHOLE SHOW

He Misses Making a Clean Sweep at San Jose by Losing One Race—Hambly Wins the Five Miles Handicap.

Had Frank Escobar finished ahead of Hambly and Swords in the five miles handicap race at the Auditorium rink, San Jose, Cal., June 12th, he would have completed one of the greatest night's riding ever accomplished by a single rider at San Jose.

Escobar proved the speediest rider at the meet. He won the mile handicap, rode a mile exhibition behind a motorcycle in 2:26, captured the two miles handicap easily, outpointed his competitors in the mile scratch, and finally lost the five miles handicap, although he managed to finish in third place.

There was a large crowd in attendance and the track, which has been considerably improved since the last meet, permitted the riders to go faster than has been the case before. The riding was clean, fast and aggressive and the crowd enjoyed every event, there being no runaway matches or vexatious delays. The reason therefor is that the Garden City Wheelmen promoted the meet.

The summaries follow:

One mile handicap—First heat won by Gillett; second, Nadeau. Time, 2:30 $\frac{3}{5}$. Second heat won by Moore; second, Goodman; third, Hambly; fourth, Escobar. Time, 2:26. Final heat won by Escobar; second, Moore. Time, 2:29 $\frac{3}{5}$.

One mile motor paced exhibition—By Frank Escobar. Time, 2:26.

Two miles handicap—Won by Escobar; second, Chaboya; third, Moore. Time, 5:53 $\frac{3}{5}$.

Unlimited pursuit—Won by Hambly; second, Swords. Distance 2 $\frac{1}{2}$ miles. Time, 6:29.

One mile motorcycle exhibition—By Schuman. Time, 2:18.

One mile scratch—First heat won by Escobar; second, Chaboya. Time, 2:31. Second heat won by Hambly; second, Swords. Time, 2:31 $\frac{3}{5}$. Final heat won by Escobar; second, Chaboya. Time, 2:33.

Five miles handicap—Won by Hambly; second, Swords; third, Escobar; fourth, Chaboya. Time, 12:34.

Rahway Programs Annual Road Race.

The Pierce Cycle Club, of Rahway, N. J., has secured a sanction for its 5th annual 25 miles Rahway handicap road race, which this year will be held on Monday afternoon, July 5th. The first prize will be a Columbia racing bicycle, a Racycle second, a Royal third and a Crawford bicycle the time prize. Other prizes will be announced later. The race will start at 2.30 p. m., from the West End Hotel. Entries close July 3, with James McCollum, secretary, 114-120 Main street, Rahway, N. J.

LAWSON'S SPRINT GOOD AS EVER

He Captures Both Professional Events at Salt Lake—Wright the King Pin Among the Amateurs.

Salt Lake City, June 16th.—With a record breaking crowd in attendance the meet at the Salt Palace saucer track last night was one of the most successful ever held in that fast bowl. Between 4,000 and 5,000 enthusiastic sport-lovers yelled themselves hoarse when Iver Lawson triumphed in both the professional races, clearly demonstrating that he has as good a kick in his legs as the time when he was world's champion. The professional motor paced race proved that W. E. Samuelson has the Indian sign on all the other motor followers, and was exciting throughout. As Lawson was the class in the professional events so was Phil Wright the king-pin amateur last night. Just where he obtains his speed mixture is not apparent, but young Wright certainly is there with the ace nearly every time.

The ball was started rolling with the first heat of the half mile professional scratch, Walker, Lawson and Crebs qualifying in the order named in the fast time of 58 $\frac{3}{4}$ seconds. In the second heat Bardgett beat Downing, Senhouse getting third. Nesbitt, Palmer and Schnell got in the third heat. In the final heat Walker and Bardgett and Nesbitt and Palmer were announced as teams, but the teamwork was no match for the superior speed of Lawson. The Swede let loose at the bell and no one could hold him. Downing made a good ride and finished second, while Crebs and Palmer fought for third money, the former scoring. Walker got fifth. The time was very fast; the watches showing 56 $\frac{3}{4}$ seconds.

Eighteen riders started in the two miles professional handicap, with \$1 to the leader of each lap. Lawson and Walker were on the honor mark and Dave Mackay, of Newark, held up the limit with 135 yards. Mackay took one dollar and then gave way to Devonovitch, who also scored a dollar. Burris and Schnell then got very industrious, the former taking seven and the latter four laps. Saxon Williams managed to get two laps before the long markers closed the gap at 3 laps to go. There were several spectacular falls, Wells, the New Zealand champion, getting a fall that slid him for 30 feet, and Senhouse and Palmer went over him. Williams tried desperately to keep everyone from going around him, but when Lawson made his bid it was all over but the shouting. Lawson won by a length from Hehir, while Walker nosed out Williams for third money.

Brownie Carslake, an Australian amateur made his bow to the Salt Lake public, but was tagged early in the unlimited pursuit, which proved to be a gruelling contest.

"Red" Brodbeck played a star part and put out several of the best men, before he finally was finished by Wright, at 3 miles 6 laps 90 yards.

In the unknown distance race the pace set was so fast that a lot of the riders had to drop out after scoring laps. At 2 miles 6 laps the pistol popped and there was a grand rush for the tape, two laps distant, Wright winning with a sprint that none of the others could equal. Mayer got second, Hume third and McCormack fourth. The lap money was well distributed, Green taking 7, Lindgreen 4, Tripp, Rodberg, Thomas, Diefenbacher and Mayer 2 each, and Hume 1.

The 10 miles motor paced race between Samuelson, Wilcox and Munroe, lost some of its interest after McCormack, who was pacing Wilcox, went down in the fifth mile with a flat tire. The spectators expected an accident when McCormack fell, but fortunately Wilcox was far enough behind to escape falling, and Samuelson managed to miss the upset machine by an eyelash as he came around. Samuelson won over Munroe about as he pleased, finishing the 10 miles in 14:15.

The summaries:

One-half mile scratch, professional—Won by Iver Lawson, Salt Lake City; second, Hardy K. Downing, San Jose, Cal.; third, Albert Crebs, Salt Lake City; fourth, W. Palmer, Australia. Time, 0:56 $\frac{3}{4}$.

Unlimited pursuit, amateur—Won by Phil Wright; second, A. Brodbeck; third, L. Thomas. Distance, 3 miles 6 laps 90 yards. Time, 8:40 $\frac{3}{4}$.

Unknown distance scratch, amateur—Won by Phil Wright, Salt Lake City; second, E. Mayer, Salt Lake City; third, Jack Hume, Salt Lake City; fourth, Hal McCormack, San Jose, Cal. Distance, 3 miles. Time, 6:16.

Two miles handicap, professional—Won by Iver Lawson, Salt Lake City (scratch); second, Paddy Hehir, Australia (30); third, Gordon Walker, Australia (scratch); fourth, Saxon Williams, Buffalo (85). Time, 3:50 $\frac{3}{4}$.

Ten miles motor paced, professional—Won by W. E. Samuelson, Salt Lake City; second, Ben Munroe, Memphis, Tenn.; third, S. H. Wilcox, Salt Lake City. Time, 14:15.

Motorcycle Service on Cobe Course.

While not actually contesting, motorcycles were an important element in the Cobe and Indiana trophy motor car races which took place last week on the Lowell and Crown Point courses in Indiana, not far from Chicago. The Chicago Automobile Club, which had charge of the affair, utilized the services of a number of motorcyclists for the messenger service and the signal corps, the machines used being twin cylinder Thors. During the entire week of preparation the executive officers of the race kept the motorcycle brigade busy in arranging and clearing the course for practice work.

AMATEURS CLIP A WORLD'S RECORD

Wright and Brodbeck Lower the Figures for Two Miles Tandem at Salt Lake—Lawson Again a Winner.

Salt Lake City, June 19.—One world's and one track record were broken at the meet last night, and when the announcement was made that Wright and Brodbeck had clipped several seconds from Wilcox and McCormack's long standing tandem competition record the crowd of 5,000 people cheered the two record breakers for nearly five minutes. Wright and Brodbeck covered the two miles in 3:51 $\frac{1}{4}$, the old record, which was made in 1905, being 3:55 $\frac{1}{4}$. It was a notable performance and was the first world's record to fall this season upon the reconstructed Salt Palace saucer. The record that went by the boards was the one mile motor paced record for the local track, which stood to the credit of Walthour in 1:19 $\frac{3}{4}$. Samuelson covered the distance in 1:18, thereby clipping $\frac{3}{4}$ second from the old mark.

Besides assisting in breaking a world's record in the tandem race, Wright won the half mile open. Lawson enjoyed another victory in the five miles open professional, but did not have a chance to get up in the half mile handicap, which went to Burris, from the 5 yards mark.

Although the record breaking stunts were duly appreciated by the "fans" the real feature of the evening was the J. S. Bransford five miles scratch race. It was named in honor of this city's mayor and carried a \$178 purse, including \$2 lap prizes. Mayor Bransford started the race and one of the largest fields that ever rode in Salt Lake City was sent away to a rolling start. Wilcox got 4 laps, Hehir 7, Nesbitt 7, Hopper 5, Palmer, Schnell, Williams and Crebs 3 each before the finish caused the big combination to get in working order. Pye elected to pull Lawson, while Bardgett performed the donkey work for Walker. At four laps to go Bardgett and Pye, with their charges in tow began to unwind. For two laps they rode neck and neck, and Lawson and Walker began the final two laps in the same position, Lawson having the advantage of the pole. Walker fought Lawson every inch of the way, but he could not go around and the "Flying Swede" won by less than a foot with Samuelson in third place. Pye got fourth and Bardgett fifth. The time, 9:51, was the fastest five miles ever ridden at either Salt Palace or Saitair, but the record of 9:48 $\frac{1}{4}$, made at Ogden was not broken.

In the half mile handicap it was impossible for the back markers to win, Lawson and Walker both getting shut out in their heats. With liberal handicaps the upper mark men went from the crack of the gun and Burris finished first from 75 yards. Burris, Schnell and Devonovitch apparently

were in a combination as the Russian swung up after carrying them $1\frac{1}{2}$ laps. Hardy Downing lost a chance for the money when Devonovitch swung up. Hopper ducked through on the pole but was a bit timid and finished third.

Wright had the hardest kind of a fight in the half mile scratch to win from Diefenbacher. The latter gave him a run for the money every inch of the way, but Wright's sprint finally told and Diefenbacher had to be content with winning the second prize.

In the two miles amateur tandem race Wright and Brodbeck had everything their own way. The race was fast and furious from the start, but at two laps to go Wright and Brodbeck jumped and ran away from the field, winning by 40 yards over Diefenbacher and Mayer, with McCarthy and Oberg in thir position. A world's record was the result.

W. E. Samuelson, paced by his brother, rode steadily in his mile trial against Walthour's track record of $1:19\frac{3}{5}$ for the distance and he succeeded in slicing $1\frac{3}{5}$ seconds from the time, as stated previously. The summaries:

One-half mile handicap, professional—Won by Jack Burris, Los Angeles (75); second, Frank E. Schnell, Salt Lake City (80); third, Norman C. Hopper, Minneapolis, Minn. (60); fourth, Saxon Williams, Buffalo (60). Time, $0:50\frac{3}{5}$.

One-half mile scratch, amateur—Won by Phil Wright, Salt Lake City; second, Rodney Diefenbacher, San Jose, Cal.; third, Ed. Mayer, Salt Lake City; fourth, Dick Williamson, Los Angeles, Cal. Time, $0:58\frac{3}{5}$.

Two miles tandem, amateur—Won by Wright and Brodbeck; second, Diefenbacher and Mayer; third, McCarthy and Oberg; fourth, McCormack and Thomas. Time, $3:51\frac{1}{5}$ (world's record). Lap prize winner, McCormack and Thomas, 8 laps.

One mile against time, motor paced, professional—By W. E. Samuelson. Time, 1:18 (record for Salt Lake track).

Five miles scratch, professional—Won by Iver Lawson, Salt Lake City; second, Gordon Walker, Australia; third, W. E. Samuelson, Salt Lake City; fourth, E. A. Pye, Australia; fifth, W. A. Bardgett, Buffalo, N. Y. Time, 9.51.

Mixed Meet for Topeka's Fourth.

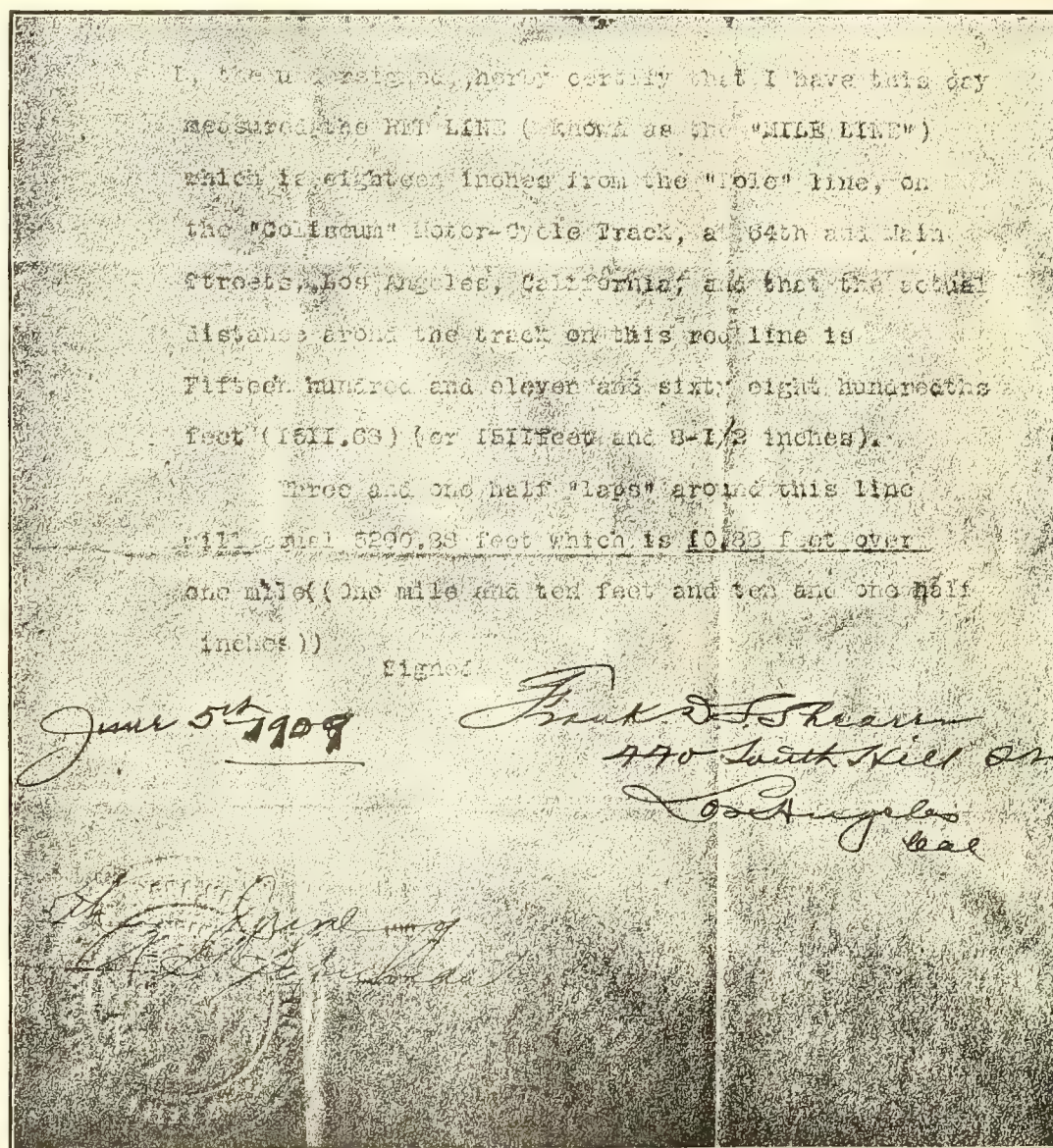
Unusually diversified in the character of its program, a race meet for both cycles and motorcycles is scheduled at the fair grounds, Topeka, Kan., for July 5. A bicycle race for dealers, a special event for bicycles equipped with coaster brakes, a novelty motorcycle race requiring dismounting and the removal of the switch key each lap an event for belt driven motorcycles, a sprint for cyclists 16 years and under, and a number of the more usual events makes a card of 12 numbers which is calculated to draw numerous entries and a proportionate number of spectators. M. E. Harding is the secretary of the committee in charge of the meet.

LOS ANGELES TRACK OVER LENGTH

Surveyor's Certificate Meets Doubts of Fast Flights on Big Saucer—Shows $3\frac{1}{2}$ Laps to Exceed One Mile.

To still the doubts of those skeptics who cannot convince themselves of the possibility of the flights of speed which have been made on Prince's Coliseum motorcycle track at Los Angeles, it has been re-sur-

The measurement shows that the rider who covers $87\frac{1}{2}$ laps to make a nominal 25 miles, actually travels 264 feet more than the nominal distance, or 1-20 mile. Similarly for every 100 nominal miles, he would go 1,056 feet extra distance, or $\frac{1}{5}$ mile. In other words, the "line mile" is just about 0.2 per cent. long; so that to find the actual distance traveled at any time, it is necessary only to multiply the nominal mileage by 2 and point off three places for the result, which will be in miles. Multiplying



veyed. The accompanying reproduction is a fac simile of the affidavit of Frank D. S. Shearer, of Los Angeles, the surveyor, who states that, on June 5th, he measured the "red line," known as the "mile line," 18 inches from the pole, on the track and found the actual distance to be 1,511.68 feet, or 1,511 feet, $8\frac{1}{2}$ inches. Three and one-half laps around this line will equal 5,290.88 feet, or 10.88 feet over one mile.

Because of the marvelous speeds and practical overthrow of the record table from one to 100 miles, attained, the actual length of the track was called into question, with the result that the value of the records was impugned. The re-survey of the track together with the surveyor's certification of its exact length, will serve to set at rest all such doubts both as to past performances and possible future accomplishments.

this, in turn, by 5,280, will give the surplus distance in feet.

Motorcyclists to Race at Penn Yan.

Penn Yan, which is not in China, but in New York State, is to have a motorcycle race meet on July 5, in which every one of the 11 prizes is a jeweled Elgin watch. The affair will take place at the Agricultural Society Grounds half mile track, under the auspices of the Penn Yan Racing Association, of which F. Miller is the secretary. An F. A. M. sanction has been obtained and its rules will prevail in the whole conduct of the meet. Six events are carded, including a five miles and a ten miles for singles and doubles separately, a one mile time trial open to all and a three miles free-for-all. An unusual feature of the entry blank is the provision, "colored entries not accepted," presumed to apply to negroes.

COLLINS CAPTURES THE BRASSARD

Lynn Rider First in One Hour Motor Paced Race at Clifton—Miss-and-Out Event One of the Best Contests.

Elmer J. Collins, the Lynn (Mass.) rider whose name has figured in large type in the newspapers upon several occasions, won the Brassard trophy at the Clifton (N. J.) Stadium, Sunday afternoon last, 19th inst. It was the first meet held under the new management and as the meet had been liberally advertised the largest crowd of the season was in attendance to see Collins defeat Moran, Macfarland and Galvin in a one-hour motor paced race.

In the hour Collins covered 38 miles 4 laps, while Moran, who finished second, was a little more than a mile behind at the finish. After slowing up Collins was presented with an immense floral horseshoe, containing the Brassard shield. He will retain this trophy until defeated.

There were 4,500 people in the enclosure when the hour race was called and Collins, Moran, Macfarland and Galvin lined up for the start, their respective pacemakers being Turville, Ruden, Hunter and Schultz. Moran secured the best lead at the start, with Macfarland second and Collins third. At the fourth mile Collins moved up into second position and in the 10th mile challenged Moran. After a pretty sprint the Lynn young man passed. The going was so fast that Macfarland was lapped. Galvin started in the race a sick man and in the meantime was simply jogging along in mechanical fashion.

After the 12th mile Collins gained his first lap on Moran and in the fight that ensued Moran had his cork pulled. After that Collins lapped him at will. After 50 minutes of riding Galvin's front tire worked loose and he fell, but was not badly injured. In the hour Collins covered 38 miles 4 laps, Moran 37 miles 2 laps, Macfarland 36 miles 2 laps, and Galvin 31 miles.

Derosier did not have his nerve with him when he went out to do a five miles exhibition. It may have been because he had a bad fall the Sunday before or because of his new suit. The Springfield Frenchman appeared on the track in a red suit, which made him resemble Mephistopheles. After turning one or two fast miles Derosier slowed perceptibly and his time for the 5 miles was 5:06½.

The two-thirds mile amateur handicap resulted in a picnic for the long-markers, the scratch men being unable to get within hailing distance, Beyerman and Carmen both being shut out in their heats. The final went to Mesigal from 50 yards, with Rein, 30 yards, second. Kessler was third and Brandes fourth.

The two miles miss-and-out amateur race proved exhilarating. After all but six riders were tagged the remainder sprinted for

the finish, resulting in a victory for Carmen over Beyerman. Rein was third. Journay fourth, Bogle fifth, and Brandes sixth. The summaries:

Two-thirds mile handicap, amateur—Won by Joe Mesigal, Chicago (50); second, Samuel Rein, Roy W. (30); third, Martin Kessler, New York City (25); fourth, Otto Brandes, New York City (90). Time, 1:19¾.

Two miles miss-and-out, amateur—Won by Clarence Carmen, National A. C.; second, Adam Beyerman, Mohawk A. C.; third, Samuel Rein, Roy W.; fourth, Michael Journay, Nutley, N. J.; fifth, John Bogle, Rutherford, N. J.; sixth, Otto Brandes, New York City. Time, 4:31¼.

One hour motor paced, professional—Won by Elmer J. Collins, Lynn, Mass., 38 miles 4 laps; second, James F. Moran, Chelsea, Mass., 37 miles 2 laps; third, Floyd A. Macfarland, San Jose, Cal., 36 miles 2 laps; fourth, J. Frank Galvin, Roy W., 31 miles.

Five miles motorcycle exhibition—By Jacob Derosier, Springfield, Mass. Time, 5:06¾.

Hockaday the Whole Show at Wichita.

Ray Hockaday enjoyed a regular old county fair "killing" at the motorcycle race meet held at the fair grounds track, Wichita, Kan., on Friday afternoon last, 18th inst. Six events were held and Hockaday led home the field in each race, besides doing a mile exhibition in 1:20. A. Pearson was the most consistent runner-up, scoring three seconds. The summaries:

One mile for twin cylinder machines—Won by Ray Hockaday; second, A. Pearson; third, Mack Wilson. Time, 1:30.

One mile for machines of 3 horsepower or under—Won by Ray Hockaday; second, A. Pearson; third, Mack Wilson; fourth, J. Bennett; fifth, W. Buchanan. Time, 1:34¾.

Three miles handicap, open—Won by Ray Hockaday (scratch); second, A. Pearson; third, J. Bennett; fourth, Mack Wilson; fifth, W. Buchanan. Time, 4:06.

One mile against time—By Ray Hockaday. Time, 1:20.

Unlimited pursuit—Won by Ray Hockaday; second, A. Root; third, Mack Wilson. Distance, 3 miles. Time, 4:45.

Five miles for twin cylinder machines—Won by Ray Hockaday; second, A. Root. Time, 7:17½.

Many Prizes for Dunkirk Road Race.

R. M. Schaefer, secretary of the Dunkirk (N. Y.) Cycle Club, has been selected to manage the fourth annual 20 miles handicap road race, which will take place in that city on July 5th. A large prize list already has been secured, including several bicycles, watches and other desirable merchandise. Entries will close June 30, with R. M. Schaefer, 436 Lion street, Dunkirk, N. Y.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

CLARKE UNABLE TO HOLD KRAMER

Tries It at Two Newark Meets but Fails—Fenn Defeats Bedell, and Lawrence Leads Amateurs.

As the time has not yet arrived when Clarke can defeat Kramer at the Newark Velodrome, although the spectators regularly hope for closer battles between them, the main interest of Sunday's meet, 20th inst., was centered in the match race between John Bedell and W. S. Fenn. It required the three heats of the match to decide the winner, but by that time it was apparent that Fenn has regained the speed and judgment that were his during his previous whirl at cycle racing, when he was the "Boy Wonder."

Despite the fact that Kramer was shut out in his heat in the quarter-mile handicap, in no small measure due to a vicious little switch from Eddie Root on the last turn, Clarke was not able to land in the money in the final. Fred West won it from 25 yards, with Mitten, Stein and Rupprecht following. In the three miles "pro" open the management provided Rupprecht, Drobach and Ben Hill as pacemakers, and although they "mussed things" in making the changes by not picking up at sufficient speed, the race was a Twentieth Century Limited. Two laps from home Anderson made an attempt to get out on the cow-catcher, but Fenn, Kramer, Clarke and Root came piling forward from the Pullman cars in the rear, through the baggage compartment, and hauled him back. At the bell Kramer, Clarke, Fenn and Bedell went out together, opening a wide gap from the rest. In the back stretch Kramer began his finishing sprint early, unwinding so fast that Clarke could not hold him. Kramer flew into the home stretch and past the judges two lengths ahead of the little Australian, who was almost an equal distance ahead of Bedell, with Fenn fourth.

Bedell was off first, from the pole, in the first heat of his match with Fenn, but by clever jockeying he forced Fenn into the lead, while Teddy Billington, the pace-maker, was circling the track alone. When Billington came around Fenn tacked on, with Bedell hitching behind. This order was maintained for four laps, but on the bell lap Bedell jumped early and got ahead so far that Fenn was not able to run him down before the tape was reached. In the second heat Fenn grabbed the pace right away, with Bedell on, the outfit going around five times without incident. At the bell Fenn was more watchful and when Bedell tried the same tactics as before wary Willie was there, too. The pair came along the back stretch on even terms and around toward home, when Fenn bent to his work and came across a winner by three feet. The final heat was a repetition of the second for five laps, but it was Fenn who

jumped at the bell, leading Bedell the whole lap and riding him off his feet, so that in the home stretch Bedell sat up while Fenn finished with his head turned to find out where he had left his rival.

Al Halstead and Fred West found it easy to tag Al Triebel and Charles Schlee in the tandem pursuit race, the feat only requiring two and a half miles riding. Lawrence and Magin divided first honors in the amateur events, Magin showing the speedy Californian that he was not to have his own way without putting forth his utmost.

The summary:

One mile novice—Won by C. Hansen, Newark; second, Fred Hensch, Newark. Time, 2:47½.

Quarter mile handicap, professional—Won by Fred G. West, San Francisco (25); second, W. L. Mitten, Davenport, Ia. (25); third, Charles H. Stein, Brooklyn (20); fourth, Edward Rupprecht, Newark (15). Time, 0:28¾.

One mile match, paced, between John Bedell, Newark, and Willie S. Fenn, Bristol, Conn.—First heat won by Bedell. Time, 2:48¾. Second heat won by Fenn. Time, 2:17¾. Third heat won by Fenn. Time, 2:00¾.

Tandem pursuit race, professional, between Al Halstead and Fred G. West and Charles Schlee and Al Triebel—Won by Halstead and West. Distance, 2½ miles. Time, 5:00¾.

One mile handicap, amateur—Won by Percy O. Lawrence, San Francisco (scratch); second, Jacob Magin, National Turners (15); third, Henry Van den Dries, New York (100); fourth, John B. Hawkins, New York (110). Time, 2:01¾.

Five miles open, amateur—Won by Jacob Magin, National Turners; second, Percy O. Lawrence, San Francisco; third, Jerome Steinert, Roy W.; fourth, P. Heidrick, Roy W. Time, 11:18¾. Lap winner, Jokus, with 10 laps.

Three miles open, professional—Won by Frank L. Kramer, East Orange; second, A. J. Clarke, Australia; third, John Bedell, Newark; fourth, W. S. Fenn, Bristol, Conn. Time, 6:04¾.

What promised to be the best contest of the season between Clarke and Kramer was spoiled near the finish by a puncture to Clarke's tire as he and Kramer were fighting it out for first place in the homestretch at the Newark Velodrome, Wednesday night, 23d inst. Clarke got second, as it was, as he and the champion in the top speed dash for home in the final lap of the two miles handicap had left the fastest of the other riders a full quarter of a lap in the rear, so that Clarke was able to coast in on his flat tire before they arrived.

At the gun the two went after the long markers in terrific style, trading pace perfectly and catching the bunch ahead in three laps. Macfarland at this point took charge and carried the back markers up to the next group, Fenn then did heroic work in helping the crowd to overhaul the leaders, al-

though it was Fogler who finally pulled until the gap was closed. By this time there were four more laps to go and Kramer moved well forward, with Clarke at his rear hub. Two laps had been reeled off when Mitten had a puncture which caused a smashing spill, mowing down John Bedell, Macfarland and several others. Stein took advantage of the excitement to jump out ahead, opening up several yards and going his swiftest. Kramer's sharp eye was on him, and selecting a path through the still disordered ranks he went through and set in pursuit. Clarke alone was able to stick with him, and the two reached Stein at the bell, shooting by him for the final struggle. Kramer glanced around and found Clarke with him. If he went fast before, it was tame compared with what he uncorked then, but the work was Clarke's favorite kind and instead of being dropped off he pushed himself up a little snigger to the champion and commenced to gain. The crowd was wild, anxious to see if Clarke could swing out and beat Kramer to the line in the stretch. Into the stretch, where Clarke would have to make his jump, something happened and Clarke halted, while Kramer left him like a shot. The Australian's rear tire sunk flat and he was a disgusted and mournful rider as he bravely plugged along to the finish line, just ahead of the pack.

Previously, in the half-mile "pro" open, there had been promise of a good Kramer-Clarke finish, but it did not develop, although both won their heats and were in the final. Clarke took the lead at first, but slipped back at the end of the round. Kramer was in front at the bell, with Fenn and Clarke next. Clarke moved up beside Fenn on the back stretch. Kramer's speed made him kick up a little at the turn and Fenn butted Clarke off the champion's wheel, completely demoralizing Clarke's calculations, so that he quit as if stricken with paralysis. He actually finished last, Kramer being the winner, half a length ahead of Fenn, with Fogler third and Anderson fourth. In his managerial capacity over Clarke, long Macfarland came out and gave the Australian a verbal blow-up that the crowd regarded as being distinctly bad taste.

Motor pace was an innovation introduced for the final of the two miles open for amateurs. It seemed to work quite well. Percival Lawrence was shut out of his heat by Hardy Jackson, the "stick of licorice," who jumped him and carried Courtney Peer as second man. In the final Adam Beyerman caught the motor and when it quit at the bell he went out in front and was never headed. Steinert beat Magin for second by an eyelash. Lawrence was the best of ten men in the amateur pursuit race, putting out Magin as his last rival after two miles and two laps of riding. The motorcycle five miles was too much of a walk-away to be interesting, James Hunter having the more powerful machine. Summaries:

Two miles open, amateur—Won by Adam

Beyerman, New York; second, Jerome Steinert, Roy W.; third, Jacob Magin National Turners; fourth, William Van den Dries, New York. Time, 4:06¾.

Half mile open, professional—Won by Frank L. Kramer, East Orange; second, Willie S. Fenn, Bristol, Conn.; third, Joseph A. Fogler, Brooklyn; fourth, Norman Anderson, Denmark. Time, 1:09.

Five miles motor race, professional—Won by Jimmy Hunter; second, John King. Time, 6:31.

Australian pursuit race, amateur—Won by Percy O. Lawrence, San Francisco; second, Jacob Magin, National Turners; third, Ernest Jokus, National Turners; fourth, M. Journay, Nutley. Time, 5:09. Distance, 2 miles 2 laps.

Two miles Indian handicap, professional—Won by Frank L. Kramer, East Orange (scratch); second, A. J. Clarke, Australia (scratch); third, Charles Stein, Brooklyn (80); fourth, Norman M. Anderson, Denmark (100); fifth, Edward Rupprecht, Newark (80). Time, 3:49.

Chapman Plans Track for Brooklyn.

Although the project has been in prospect for some time, a track in Brooklyn now practically is assured. At least, this is the statement of Manager John M. Chapman, of the Newark (N. J.) Velodrome.

Chapman received a franchise from the National Cycling Association for the Brooklyn territory yesterday, and it was following this that he stated to the Bicycling World that an eight lap saucer track will be in operation in the city of baby carriages and churches by August 1st.

The site of land that has been selected is at Broadway and Halsey streets, easily reached by elevated and surface cars. The property is known as Saratoga Park and for several seasons has been used as a baseball park.

There is room to erect an eight lap saucer track and a large section of bleachers ten rows deep. The present grandstand will be utilized, affording a total seating capacity of 7,500. There may be a hitch in the plans, but Chapman stated that everything practically is settled and that he expects to begin building on July 10th in order to have the track in readiness by August 1st. It is probable that meets will be held two nights a week—Saturday and some other night earlier in the week.

Diamonds for Prizes at Plainfield.

What undoubtedly will prove a big race is the 10 miles Diamond handicap road race that will take place in North Plainfield, N. J., Wednesday afternoon, July 7th, under the auspices of the Plainfield Cycling Club. The 10 miles Diamond handicap will be the feature race of several events that have been arranged in connection with Plainfield's Charter Day celebration and will have for prizes, diamond rings and pins valued at from \$50 to \$4 for place prizes, and a \$25 diamond ring for first time prize.

WHOLESALE SLASHING OF RECORDS

Lingenfelder Sets 21 New World's Marks at Los Angeles—Seymour Makes Four Cuts in Figures for Amateurs.

Los Angeles, Cal., June 21.—Twenty-five world's records were broken at the 3½ laps Coliseum track yesterday and in the wholesale slaughtering that took place Edward Lingenfelder of Chicago, played a large and important part. In the three heats of an instalment plan 50 miles professional handicap race the Chicagoan, on his 7 horsepower N. S. U., broke 21 world's records—from 3 to 25 miles, inclusive, with the exception of the 5th and 20th miles. In an 8 miles amateur race Seymour cut a slice from four world's marks, breaking the 4, 7, 8 and 9 miles records.

The record breaking started in the first heat of the 50 miles free-for-all for professionals, the heat being at 10 miles. Lingenfelder, on his 7 horsepower N. S. U. nosed out a lead from the start and at four miles got inside the record, covering the distance in 3:14½. He was then outside the record until ten miles, which he covered in 8:06½. Mitchel, on an Indian, finished second, finishing a half lap ahead of Derkum. Agraz on a 4 horsepower Thor, with 4 laps handicap, finished fourth.

In the second heat, which was at 15 miles, Lingenfelder covered three miles in 2:25½, breaking the record, and at 6 miles, covered in 4:50½, he again was inside the record, breaking every mile up to and including the finish, the fifteen miles having been covered in 12:28, nearly a half minute better than Derosier's time on April 11th. Derkum in this heat had another streak of hard luck. After riding much of the distance in second position a wrist pin broke and he had to drop out of the running. Agraz, who had been given a handicap of 15 laps, in this event, managed to get second place, while Mitchel came in third.

Because of his mishap Derkum was for passing up the third heat of 25 miles, but Referee Gates persuaded him to enter with a 4 horsepower machine, and he was given a 15 laps handicap, the same as Agraz. Lingenfelder rode like a streak in the final heat and although his record breaking did not begin until the 16th mile, he cracked every record from that point to the finish with the exception of the 20th mile. When Lingenfelder had completed the 25 miles, which comprised 87½ laps, Derkum had covered 74½ laps. With his handicap of 15 laps this gave him the heat, with Lingenfelder second, Agraz third and Mitchel fourth. The scoring was by points and Lingenfelder won out with a total score of 40 points. Derkum got second with 29 points, Agraz was third with 22 points, and Mitchel brought up the rear with 17 points.

Several of the cracks, both professional and amateur, took a try at the mile flying

start record. Derkum turned a mile in 47½, or one-fifth slower than Derosier's professional record, while Graves covered the distance in 47½, which is two-fifths second slower than his own amateur record. Lingenfelder's time was 48½, while Seymour did it in 47 seconds, the best time of the afternoon. Derosier's and Graves's records remained untouched, however.

Charles "Fearless" Balke, whose left hand was badly cut by a fall on the Fiesta Park track, had to ride yesterday with one hand, but despite this handicap he managed to win both the six and eight miles events for machines of 6 horsepower or under, his mount being a 5 horsepower Thor. In the six miles handicap Seymour, on a 4 horsepower R-S, was given ¾ lap handicap, while Balke, Thor, had ½ lap over Frank Loge, astride a 5 horsepower Indian. Ward, who also started from scratch, dropped out after covering two miles, and Herman Kohl, 1½ laps, was called from the track when a mishap put him so far behind that he would have stood no chance of finishing. The feature of the race was the neck and neck fight of Seymour and Balke, the latter being compelled to hold out his bandaged hand at arm's length. In the last lap Balke uncorked a sprint and beat Seymour by a few inches.

In the ten miles open for machines up to the full limit of 61 cubic inches, Seymour, Graves, Ward and Balke started, the last named being allowed 4 laps, because he rode the single Thor. Graves gave Seymour a nip and tuck fight for several laps and then was compelled to drop out. After that Seymour had an easy time. His time by miles was 0:51½, 1:39½, 2:28, 3:17, 4:06½, 4:50½, 5:45½, 6:33½, 7:25½ and 8:15½. The times for 4th, 7th, 8th and 9th miles are new world's records. The summaries:

Four miles open, amateur—Won by R. L. Seymour (R-S); second, Frank Loge (Indian). Time, flying start, 3:45.

One mile exhibition time trials—Times: A. L. Ward (N. S. U.), 0:47; M. J. Graves (Indian), 0:47½; Paul Derkum (R-S), 0:47½; E. Lingenfelder (N. S. U.), 0:48½.

Six miles handicap, 48 cubic inches limit, amateur—Won by Charles Balke, Thor (1½ laps); second, R. Seymour, R-S (¾ lap); third, Frank Loge, Indian (scratch). Time, 5:25½.

Five miles bicycle motor paced exhibition—By Ray Duer, paced by E. Lingenfelder (Anzani).

First heat, 10 miles, in 50 miles total for three heats, 61 cubic inches limit, professional—Won by E. Lingenfelder (N. S. U.); second, A. Mitchel (Indian); third, Paul J. Derkum (R-S); fourth, Emil Agraz (Thor). Time, 8:06½.

Eight miles open, 48 inches limit, amateur—Won by Charles Balke (Thor); second, R. Seymour (R-S); third, Frank Loge (Thor). Time, 7:29½.

Second heat, 15 miles, in 50 miles total for three heats, professional—Won by E. Lingenfelder (N. S. U.); second, Emil

Agraz (Thor); third, A. Mitchel (Indian). Time, 12:28.

Ten miles open, 61 cubic inches limit, amateur—Won by R. Seymour (R-S); second, A. Ward (N. S. U.). Time, 8:15½.

Final heat, 25 miles, in 50 miles total for three heats, professional—Won by Paul J. Derkum (R-S); second, E. Lingenfelder (N. S. U.); third, Emil Agraz (Thor); fourth, A. Mitchel (Indian). Time, 21:24. Final score by points for the three heats: Won by E. Lingenfelder; second, Derkum; third, Agraz; fourth, Mitchel.

Lingenfelder's New World's Professional Records.

3 miles	2:25½
4 "	3:14½
6 "	4:50½
7 "	5:38½
8 "	6:26½
9 "	7:15½
10 "	8:06½
11 "	8:55½
12 "	9:45
13 "	10:37½
14 "	11:32½
15 "	12:28
16 "	13:40½
17 "	14:32½
18 "	15:24½
19 "	16:16½
21 "	18:00½
22 "	18:52½
23 "	19:42
24 "	20:32½
25 "	21:24

Seymour's New World's Amateur Records.

4 miles	3:17
7 "	5:45½
8 "	6:35½
9 "	7:25½

Sinnott First in Washington Marathon.

William B. Sinnott, a special delivery messenger, riding from scratch, won the National Cycle Club's bicycle marathon road race at Washington, D. C., on Sunday last, 20th inst. Sinnott's time for the distance of 26 miles 385 yards was 1 hour 23 minutes.

The race was interesting throughout and a large crowd saw the event. The course was between the Bridge and the Angler's club house, the stretch of road being covered three times.

Sinnott rode a splendid race from the crack of the gun to the finish. He assumed the lead early in the race and shook off the followers.

Thirty riders started, but of this number only 16 finished within the time limit, which was fixed at 1 hour 35 minutes. The first four riders to finish and their times, are as follows:

	Hdcp.	Time.
1 W. B. Sinnott, Post office ...scr.	1:23:00	
2 J. Berlinsky, W. U. Tel....	6:00	1:31:00
3 J. Alexandria, Postal	2:30	1:29:00
4 J. Clemments, Postal.....	2:30	1:31:30

Bach Wins a Close Race at Chicago.

Norman Bach won the 5 miles motorcycle race at the Riverview Rink, Chicago, on Saturday night, 19th inst., covering the distance in 9:16. Heath pushed Bach closely all the way, but had to be content with second place. Charles Putman fell in the third mile, but remounted and finished third.

TWO FIASCOS AT FIESTA PARK

**Small Attendance at Successive Meets—
The Second One Called Off After Two
Impromptu Races are Run.**

Los Angeles, Cal., June 18.—Night racing, which was resumed at the Fiesta Park five laps saucer track on Tuesday evening, 15th inst., had an unhappy ending on Thursday night. The Tuesday night's meet was interesting, but a small crowd was in attendance and the meet terminated in failure the two nights later. The reason is that the Fiesta Park track is too small for motorcycles. There was an accident on Tuesday evening when Arthur Mitchel hit the boards while going at a mile a minute clip, while on Wednesday night Charles Balke took a tumble and severely injured his hand. On Thursday night the attendance was so small that the management after running two impromptu races called the meet off and gave the spectators their money back. Since the big string of professionals left for Salt Lake City there have only been a few second rate professional riders for Manager Pickering to draw from and it is natural that the public should not be interested in the riding of a few local men. From present indications the racing upon the Fiesta Park track will be called off until after the Salt Lake season ends when it is expected that Pickering will be able to induce the bunch of crack riders to make Los Angeles their home for the winter. It appears certain, at any rate, that summer racing will not prove profitable. To date, the big investment in the track has proven a losing venture.

The summaries:

Tuesday, June 15.

Three miles handicap, professional—Won by Furman (scratch); second, Agraz (40); third, Duer (60); fourth, Garber, (200). Time, 7:17.

Two miles handicap, amateur—Won by Berryessa (scratch); second, Smith (80); third, Long (90); fourth, Monnier (70). Time, 4:48½.

One mile novice—Won by Roy Amos. Time, 2:38¾.

One mile open, amateur—Won by Berryessa; second, Graham; third, Smith; fourth, Monnier. Time, 2:30¾.

Two miles motorcycle, amateur—Won by Graves (Indian); second, Balke (Merkel); third, Ward (Indian). Time, 2:14½.

Five miles motorcycle, amateur—Won by Graves (Indian); second, Loge (Indian). Time, 4:51.

Five miles motorcycle, professional—Won by Agraz (Indian). Time, 6:19.

Thursday, June 17.

One mile novice—Won by W. C. Way. Time, 2:47.

Three miles handicap, professional—Won by William G. Furman; second, Emil

Agraz; third, J. E. Achorn. Time, 6:39.

Two miles motorcycle, amateur—Won by M. J. Graves; second, Knappe. Time, 2:26¾.

Three miles handicap, amateur—Won by J. Berryessa; second, William Long; third, E. Monnier. Time, 7:24.

One mile for 2:10 class, professional—Won by W. Hoffman; second, Ray Duer; third, W. Furman. Time, 2:16½.

One mile for 2:30 class, professional—Won by Barnett; second, Gerber; third, Gunn. Time, 2:23¾.

Five miles motorcycle, amateur—Won by M. J. Graves; second, Seymour. Time, 5:48.



One mile motorcycle exhibition—By Arthur Mitchel. Time, 1:04.

Motorcycle Races Arouse Pueblo.

A large crowd witnessed some interesting sport at the first race meet promoted by the Pueblo (Col.) Motorcycle Club near Lake Minnequa on Sunday afternoon last, 20th inst. Five events were held upon the mile track and the finishes in each were sufficiently exciting to draw cheers from the crowd. The summaries:

Three miles, for single cylinder machines—Won by C. R. Hoxie (Harley-Davidson); second, Coleman (Harley-Davidson); third, Lichtenberger (Harley-Davidson). Time, 4:00.

Five miles for single cylinder machines—Won by Springer (Indian); second, Schmitt (Harley-Davidson). Time not stated.

Three miles free-for-all—Won by Atterbury, (R-S); second, Maxwell (Excelsior); third, Glenn (R-S). Time, 4:15.

Time trials for single cylinder machines—Won by Schmitt (Harley-Davidson). Time, 1:13.

Time trials for twin cylinder machines—Won by Springer (Indian). Time, 1:11¾.

REED WINS ATLANTIC CITY RACE

**Diminutive Rider Opens up Barrels of
Speed—Harris Surprises by Snatching
Time Prize from Stroud.**

With 22 starters and 14 finishers the 25 miles handicap road race held at Atlantic City, N. J., last Sunday, 20th inst., by the Atlantic City Wheelmen was a big success. Despite the fact that the course was 1½ miles from the city, with no conveniences for reaching there about 2,000 spectators rode bicycles, walked or drove to the starting point to see Atlantic City's fastest riders contend with Philadelphia's cracks.

Major Reed, who despite his diminutive size, has barrels of speed in his spider-like legs, won the race from the 4-minute mark, while "Major Taylor" G. W. Harris, of Philadelphia, surprised everyone by defeating W. R. Stroud, the Philadelphia veteran, in the final sprint between the scratch men. Harris won the time prize, covering the distance in 1 hour 9 minutes, with Stroud one-fifth second behind.

The combination of Major Reed and Frank Hemple on four minutes almost proved too formidable for the scratch men. In the first 12 miles Reed and Hemple rode like twins and gained three minutes on the scratch men.

The honor markers were Deardon, Van Doren and Phillis, of Atlantic City, and G. W. Harris and W. R. Stroud, of Philadelphia. Neither Deardon nor Phillips had trained for the race and they found the going rather hard work. Argument over the pace caused the scratch men to loaf for the first 6¼ miles, but at the first turn Van Doren went out in a sprint, and then Stroud took up the running. None of the other scratch men would set any pace, so Van Doren started out again and was taking the bunch along at a good clip when his rear tire blew up.

This mishap naturally put Van Doren out of the running and Deardon soon after went to pieces. The three remaining scratch men then got down to "brass nails" and by some real hard riding managed to win the time prizes by only 40 seconds over Reed and Hemple.

In the sprint for the finish Reed managed to wallop Hemple, H. Milashie finishing third, Joe Callahan fourth, J. Goos fifth, and Frank W. Harris sixth. Then followed the low-markers and the other Harris lad defeated Stroud, as did also James League, who works for Van Doren.

The order of the first ten riders to finish and their handicaps follows:

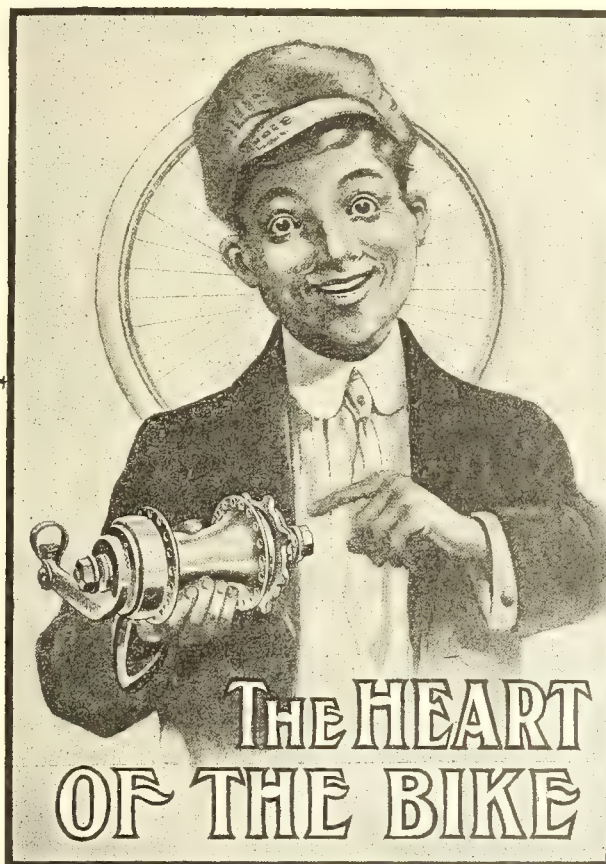
1, Major Reed, 4 minutes; 2, Frank Hemple, 4 minutes; 3, H. Milashie, 7 minutes; 4, Joe Callahan, 7 minutes; 5, J. Goos, 7 minutes; 6, F. W. Harris, 6 minutes; 7, George W. Harris, scratch; 8, James League, 6 minutes; 9, W. R. Stroud, scratch; 10, Henry Phillips, scratch. G. W. Harris's time was 1:09:00.

NEW DEPARTURE

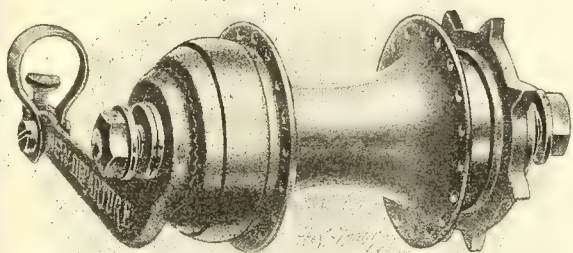
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Motorcycles
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"Security"
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Motorcycles



**The Coaster Brake That
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It always pays to please customers.

It always pays to sell New Departures.

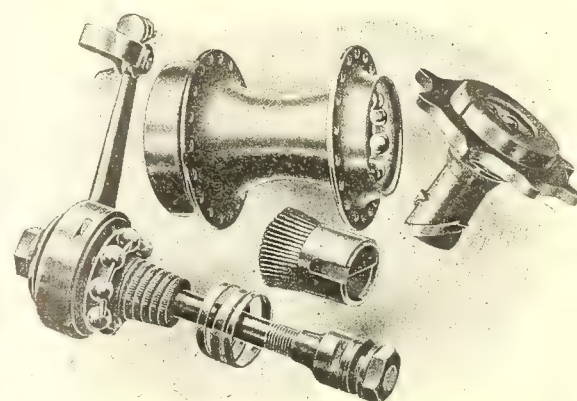
You get more than immediate profit out of the sale.

Your customer finds so much delight and safety in riding with a New Departure that he tells others and sends them to you.

They come for other sundries and your business grows.

It always pays to please customers.

It always pays to sell the New Departure Coaster Brake.

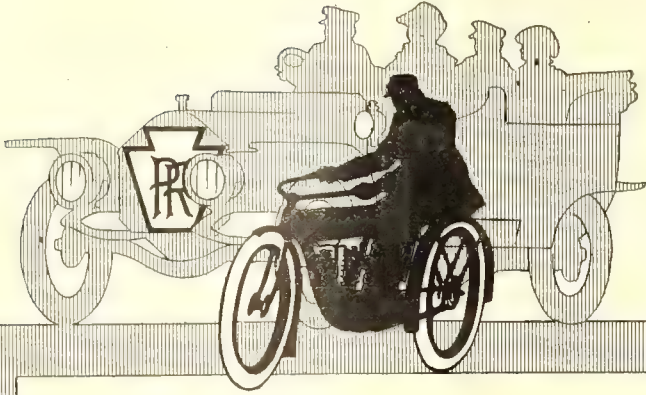


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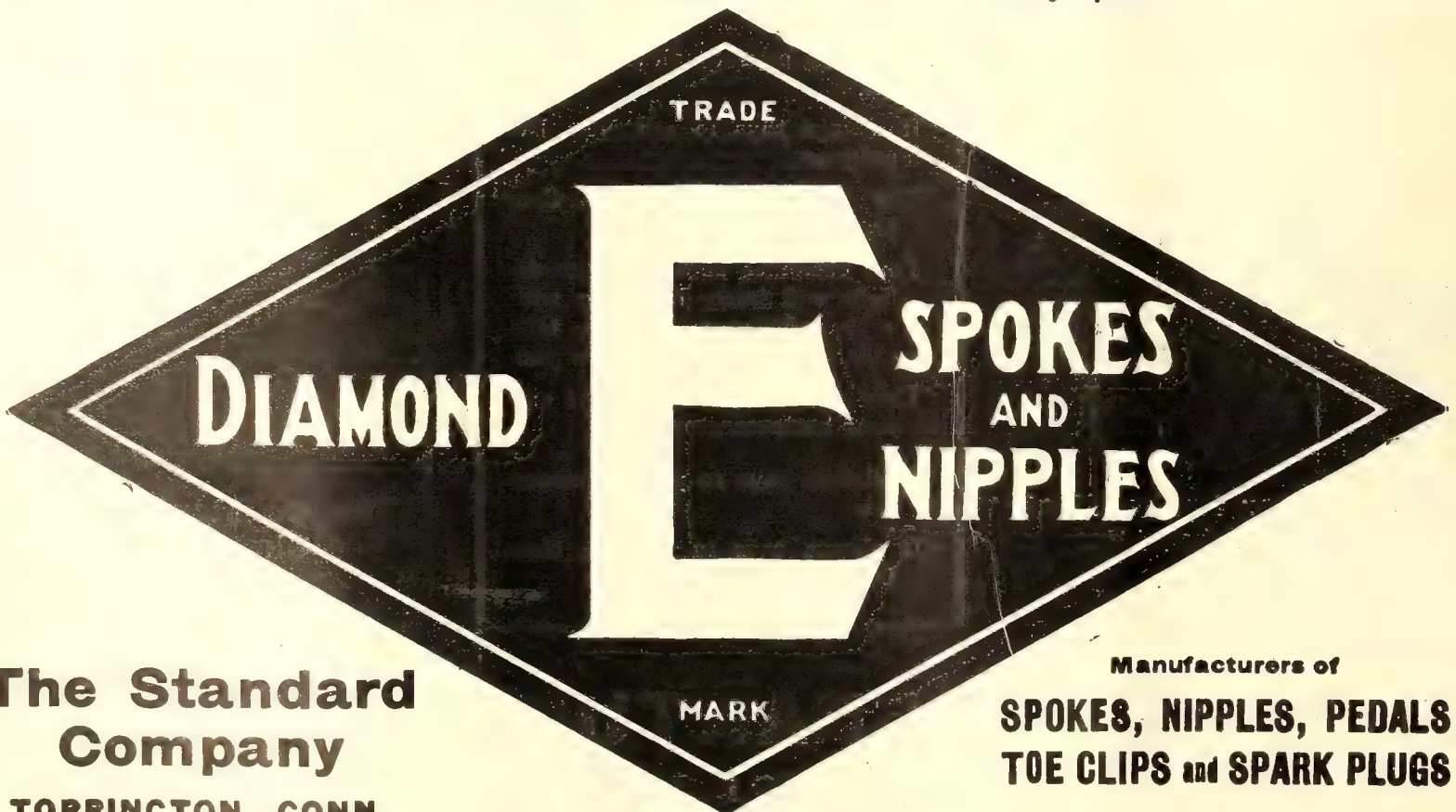
It's worth your while to write for descriptive booklet, price list and names of dealers near you.

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¶ Were it not for that human tendency to forget, we would not have to call your attention to the following facts:

PIERCE promises are always fulfilled.

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PIERCE is the name known to millions of people in all parts of the globe as exemplifying par-excellence in material and workmanship.

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that makes it so easy to repair, either by plugs or vulcanization—

And prolongs its life far beyond that of the ordinary tire.

And *this* makes new tire customers for you and keeps old customers loyal.

Only the finest grade of new Para rubber, as nearly pure as will vulcanize properly, is ever used in a Goodyear Pathfinder Single Tube Bicycle Tire.

This rubber is quoted today at \$1.20 a pound. It would be easy to substitute "Lapori" or "Guayule" at 35 cents a pound, or even rubber "reclaimed" from the junk pile at 10 cents a pound.

But it wouldn't make a tire that lasts—and it wouldn't make a tire that can be repaired. It wouldn't make a **Goodyear Pathfinder.**

The fabric used in the Goodyear Pathfinder is a special, closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary

muslin used in others is only 40 to 60 pounds.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

There's a whole lot more money in selling a tire that lasts, and can be repaired, than the other kind. When a tire goes to pieces before it has given any service, it makes the customer *sore*, no matter how little he paid for it. He forgets that.

But 400 dealers—one to a town—in all parts of the country are making money and increasing business on the Goodyear Pathfinder Single Tube Tire.

That ought to mean something to you.

Write us if we are not represented in your town. Get our proposition.

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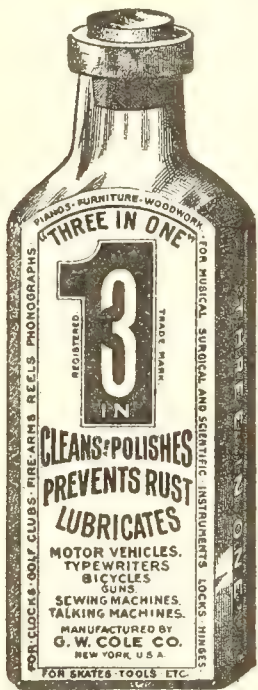
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I used 3-in-One on high speed electric motors (running 2,800 revolutions a minute) and the bearings were not even warm. OSCAR T. D. BRANDT, Electrician, U. S. S. Newport, Annapolis, Md.

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RECENT PATENTS.

913,332. Driving and Braking Mechanism for Cycles and the Like. Robert Walker, Plymouth, England. Filed Feb. 29, 1908. Serial No. 418,617.

1. In driving and braking mechanism for cycles and the like, the combination of a hub shell, an expansion split cylinder located in said hub shell, a rotatable cone, a sprocket wheel fixed to said cone, means for expanding said cylinder when the sprocket wheel and cone are operated in either direction, a fixed cone having notches on its inner face, a sleeve supporting the expandable cylinder aforesaid, a spring catch carried by said sleeve, and an inner sleeve secured to the rotary cone aforesaid and having a cam surface designed to engage said catch and shift it into engagement with the fixed cone during back pedaling, all for the purpose specified and substantially as set forth.

913,446. Cycle Stand. Henry T. Adams, Chicago, Ill., assignor to Henry T. Adams Company. Filed April 29, 1908. Serial No. 429,824.

1. In a device of the class described the combination with a U shaped frame having bearings at its upper ends and adapted to be pivotally supported on an axle, of forwardly and upwardly projecting arms on the sides thereof and terminating below said bearings, braces extending rearwardly from said arms to the sides of said frame and braces extending from the bottom of said arms to the bottom of the frame.

913,531. Combined Transmission and Chain Adjustment Mechanism. Joseph M. Michaelson, Minneapolis, Minn. Filed Jan. 17, 1908. Serial No. 411,329.

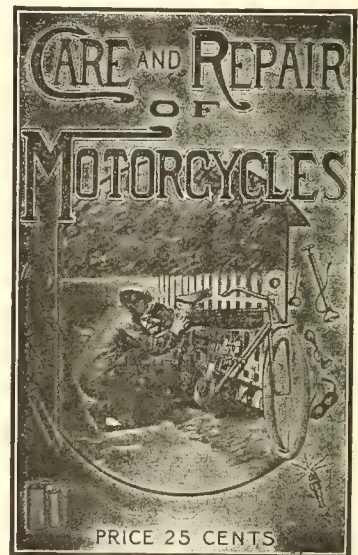
1. The combination with an inclosed cylindrical casing of a driving member and a driven member eccentrically mounted in said casing, a variable transmission mechanism coacting between said driving and driven members, and an operating lever universally mounted in said casing and adapted to manipulate said speed changing devices, substantially as set forth.

913,623. Variable Speed Gear. George J. Dallison, Ottawa, Ontario, Canada. Filed April 4, 1908. Serial No. 425,095.

1. In a variable speed gear, the combination with the pinion, having a hub, an outer portion rigidly connected thereto, and the retractable teeth in the outer portion, of means operating between the hub and the outer portion for locking the teeth in the outermost portion.

WHEN HELP IS WANTED

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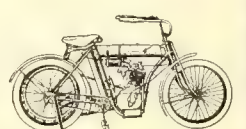
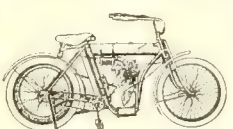
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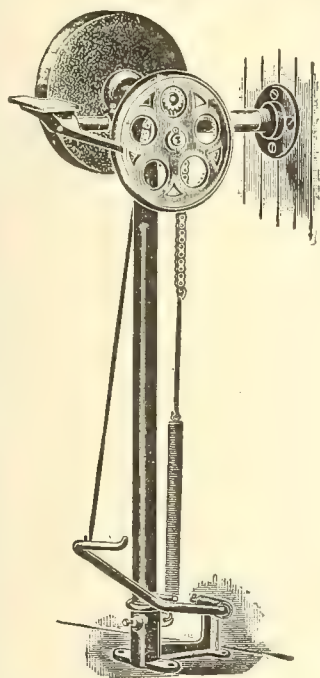
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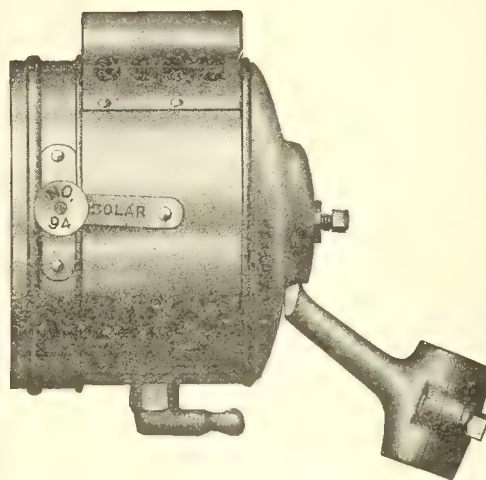
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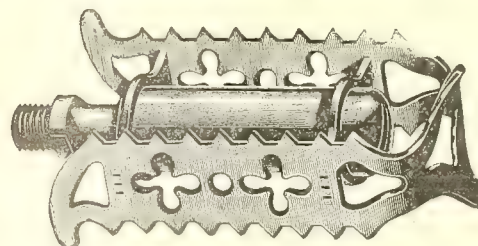
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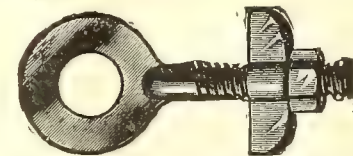
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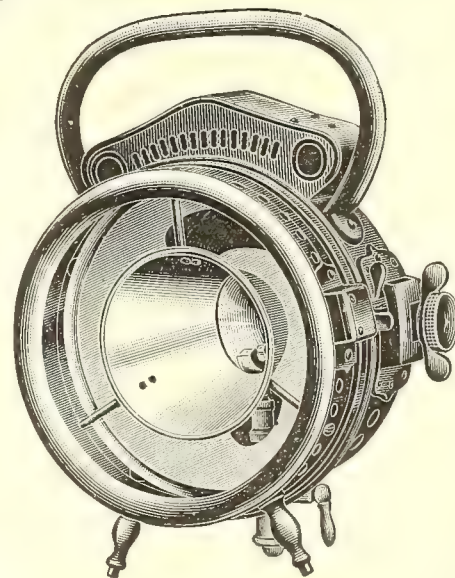
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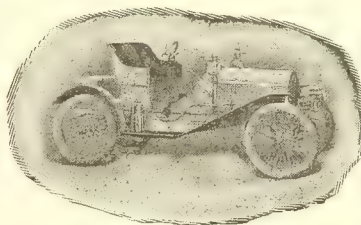
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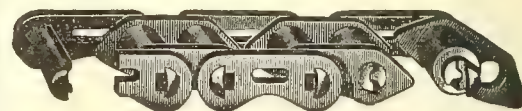
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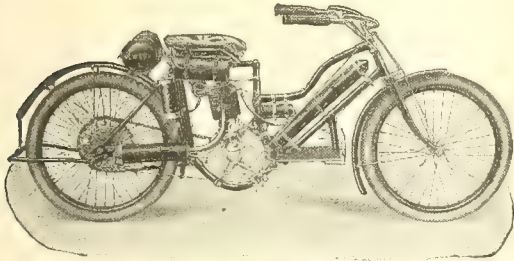
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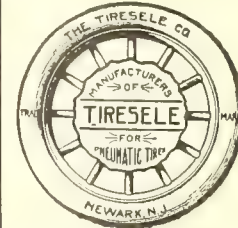
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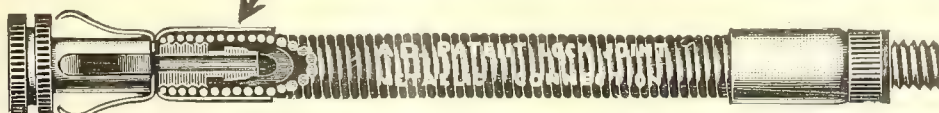
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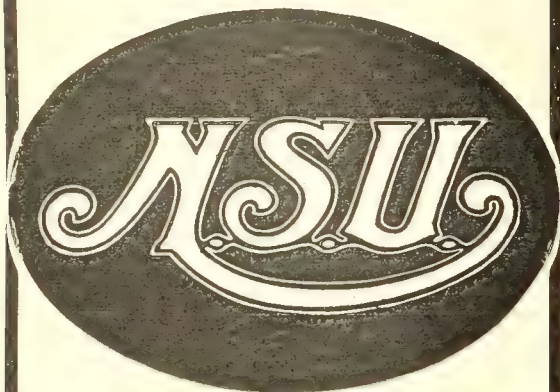
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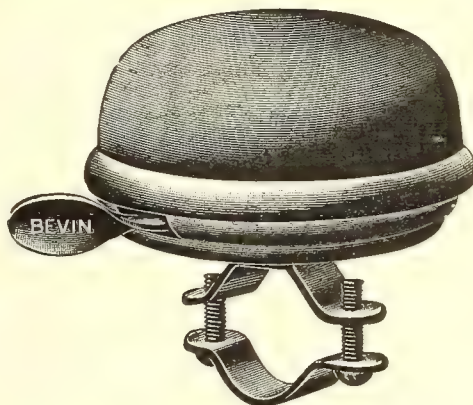
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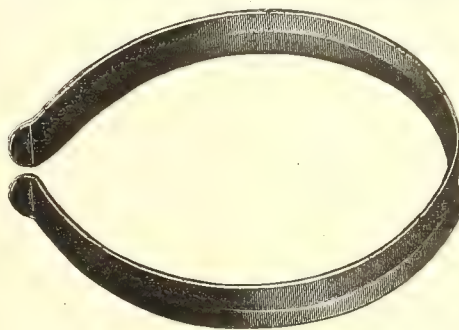
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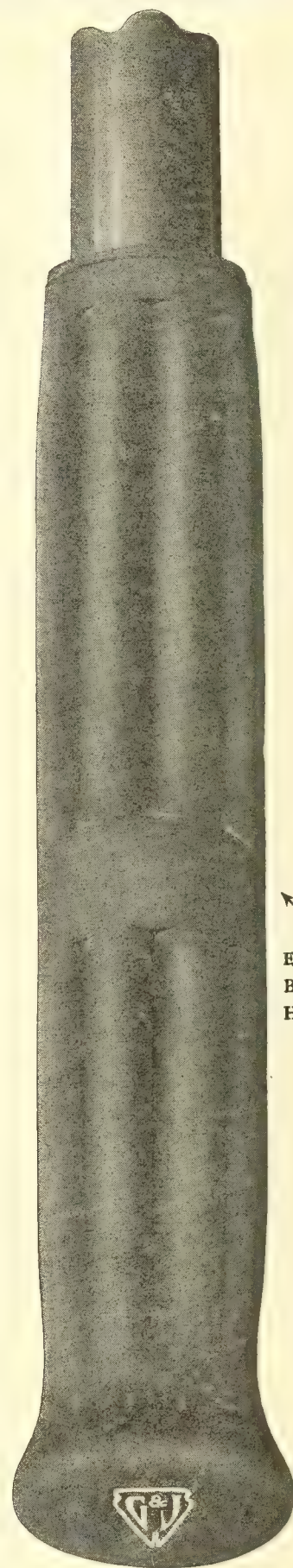


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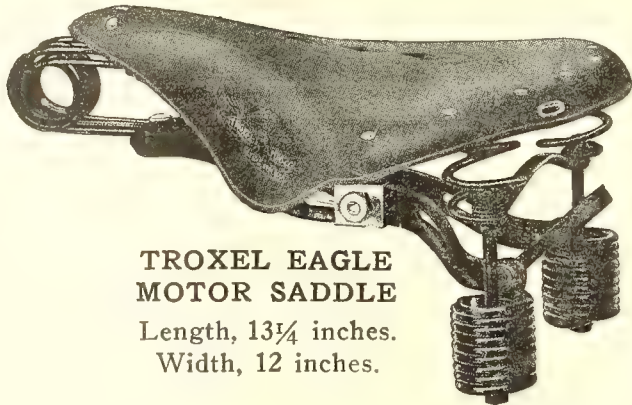
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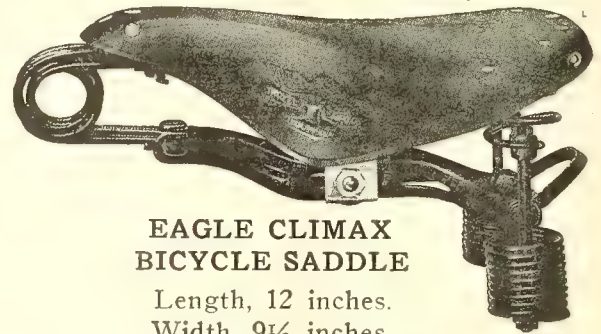
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NO USE in buying imported motor and bicycle saddles now. The Troxel Eagle Motor and Bicycle Saddles are recognized by the motor and bicycling public to be, without question, the best saddles ever offered to the trade. You can have the best by specifying same.



**TROXEL EAGLE
MOTOR SADDLE**

Length, 13¼ inches.
Width, 12 inches.



**EAGLE CLIMAX
BICYCLE SADDLE**

Length, 12 inches.
Width, 9½ inches.

We do not ask you to take our word. Just compare the style, quality of leather, springs and workmanship with anything that is offered you and we will leave it to your own good judgment. Our guarantee is very peculiar in one way, that is, we live up to it. Write for catalog and guarantee to

THE TROXEL MFG. COMPANY., Elyria, O., U. S. A.

EMBLEM MOTORCYCLES

THE PRODUCT OF
CO-OPERATIVE LABOR

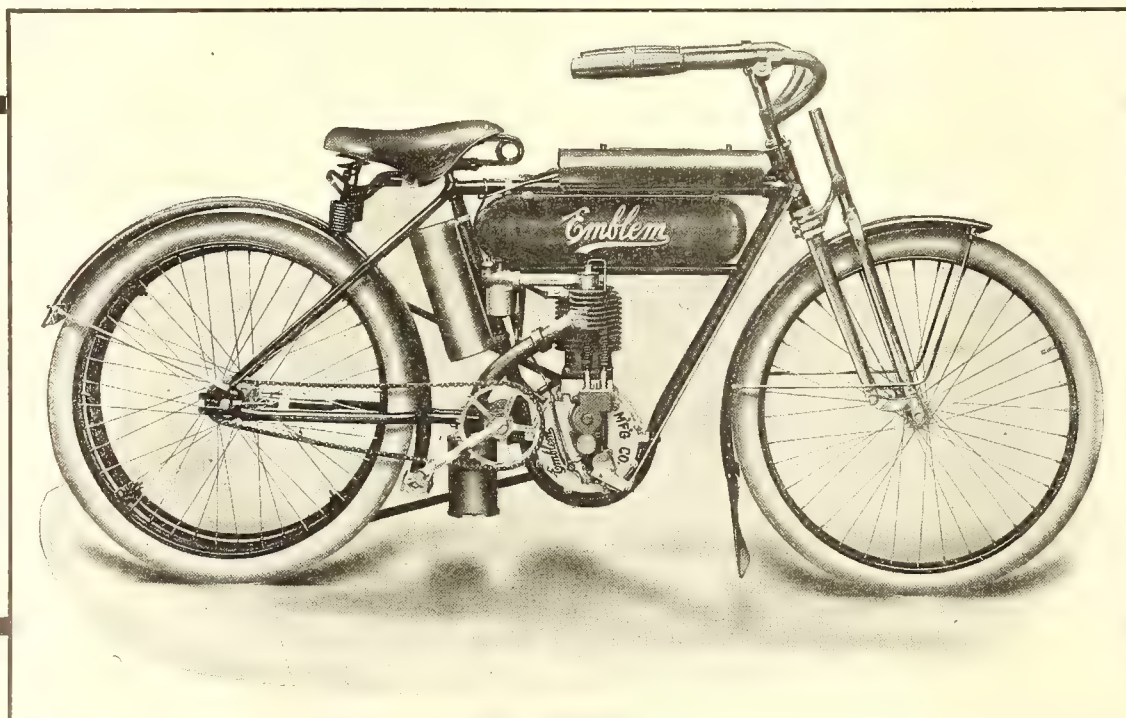
**3½ H. P.
BELT DRIVE**

Spring Fork, Price \$175

**4 H. P.
LOW FRAME**

28 Inch Wheels,
Price \$200

**BALL BEARING
MOTORS OF OUR
OWN MAKE**



**TRIANGULAR
REINFORCED
TUBE**

(OUR OWN MAKE)

Is Used in Emblem
Motorcycles.

EMBLEM SPRING FORK MAKES RIDING ENJOYABLE

Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

EMBLEM MANUFACTURING COMPANY, Angola, N. Y., U. S. A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

Recent Exhibitions of Sensational Racing

have demonstrated the supremacy of the

BOSCH MAGNETO

All the record breaking motorcycles at Point Breeze and Los Angeles were "BOSCH EQUIPPED."

Its inexhaustible source of current always giving quick, hot, properly timed sparks, continually maintain the maximum of motor efficiency.

Its power, endurance and never-failing reliability enable the operator to forget his ignition and devote his whole time to driving.

BOSCH MAGNETO COMPANY

223-225 West 46th Street,

NEW YORK, N. Y.

CHICAGO BRANCH: 1253 Michigan Avenue

Three of the Reasons Why You So Seldom Find a Motorcyclist Who Uses Them Who Does Not Say That

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

FIRST—The special tough, wear-resisting stock of which they are made and our shaped wrapped method of construction enable them to give much longer service than the majority of riders are accustomed to receiving from their tires.

SECOND—The fact that they are built nearly 70 per cent. stronger than is necessary for ordinary service makes them able to stand up untouched under service that would put an ordinary tire in the repair shop. This of course means a big reduction in repair expense.

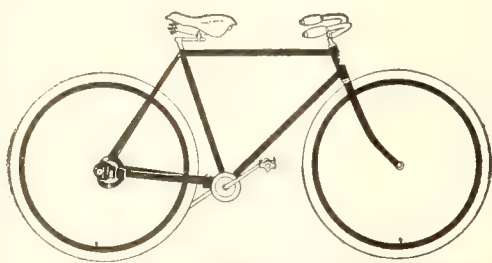
THIRD—When the first tread is finally worn down, the heavy woven auto fabric will, unless the tire has been grossly misused, always be found in a perfect condition for a retread. Thus the mileage of the tire can be nearly doubled at a nominal expense.

Dealers everywhere sell them

MORGAN & WRIGHT, Detroit

POPE BICYCLES

COLUMBIA
CLEVELAND
RAMBLER
TRIBUNE
CRESCENT
MONARCH
IMPERIAL
FAY



THE POPE LINES of bicycles include machines specially designed for every kind of service—for the rider who seeks recreation and healthful exercise, the racer who rides for fame or money and the man who daily rides to and from his work. They offer the greatest range of prices, the greatest number of distinctive designs and the widest variety of equipment. The advantages of such selection will appeal to every user of the wheel.

Whether on the track or road, riders of Pope bicycles have been uniformly successful. The great number of races won on Pope bicycles and the large number of prominent racers who use them is proof of their quality.

THE POPE MANUFACTURING CO.
Hartford, Conn.

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

—
STANDARD RUBBER PEDALS

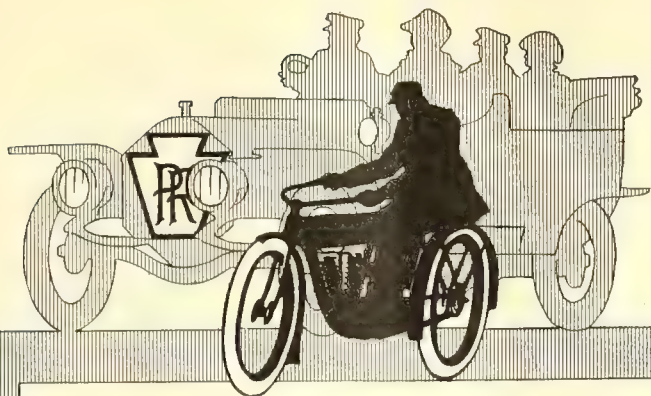
—
SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

—
BREECH-BLOCK SPARK PLUGS

ALL are necessities; all
all are ready sellers
and in continued demand.
All are top-notchers. No
stock is complete without
them.

■
QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.



Let These Tires Take Up the Road Shocks and Vibrations

The new idea of motorcycle tire equipment is to save the machine and driver from the continuous violent jarring of intense power propelling a light vehicle. No other means can accomplish this so completely as

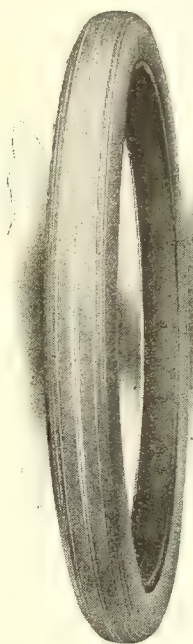
PENNSYLVANIA CLINCHER NEW FLAT TREAD TYPE MOTORCYCLE TIRES

Their heavy tread of highly resilient, tough new rubber reduces to practically nothing the constant shaking and jumping so generally experienced in cycle motor-ing. Their slightly higher cost is quickly made up by longer service—to say nothing of saving wear and tear on the machine. And they enable the cycle motorist to drive twice as far with less fatigue.

It's worth your while to write for descriptive booklet, price list and names of dealers near you.

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

Branches and Agencies throughout the country.



THE SUPERIORITY OF Diamond Nickel Steel Chains

is no matter of luck or guesswork. Our steel is made for our exclusive use, and from a combination of elements that has proven best by laboratory and endurance tests. The tempering of nickel steel bearing surfaces, too, has been reduced to an exact science with us, and we offer Diamond Nickel Steel Chains with every assurance that they are the best that money can buy.

Diamond Chain & Mfg. Co.

Capacity 8,000,000 ft. per year.

141 West Georgia Street,

Indianapolis, Ind.

I Want

all of the people who are interested in motorcycling to write me and get my reasons "Why the ARMAC is the best motorcycle on the market today."

I must have some valid reasons, else I would not ask you to ask me. Would I?

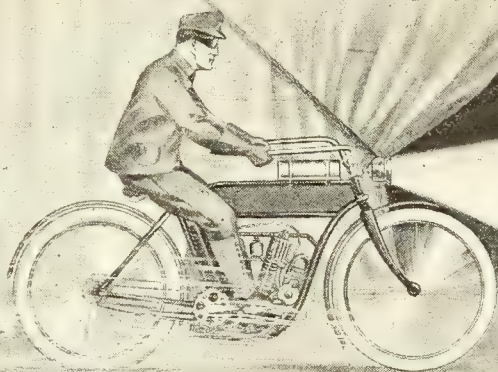
Take a postal card (or write a letter) and say, "Show Me," with your name and address, then read my answer carefully. Will you do this? Thank you. Address,

H. G. HARTENSTEIN, Pres.

ARMAC MOTOR CO.,
472 CARROLL AVE. CHICAGO, ILL.

Night's Curtain Draws Aside
When Touched By

Prest-O-Lite



The Prest-O-Lite Motorcycle Gas Tank is 12 inches long and 4 inches diameter. Weighs 7 pounds. Holds 10 ft. of gas—40 hours of light.

Price, \$10. FULL TANK. **60c.**
(In exchange for empty)

Thirty-day trial plan. See your dealer, or write us.

THE PREST-O-LITE CO. 245 E. South Street
Indianapolis, Ind.

Branches at New York, Boston, Philadelphia, San Francisco
and Cleveland.
3,000 Exchange Agents

THE motorcyclist is fast learning what the automobilist learned years ago.

A poor light is both a nuisance and a standing invitation to accident, danger, and expense.

Prest-O-Lite is not expensive. And it has a big insurance value.

The light is unwavering, reliable. The flame neither flares up nor dies down, no matter how many the bumps. The cleanliness and convenience are your clear gain. Simply turn the gas off and on, like a gas jet.

If you consider quality and appearance of any importance always specify

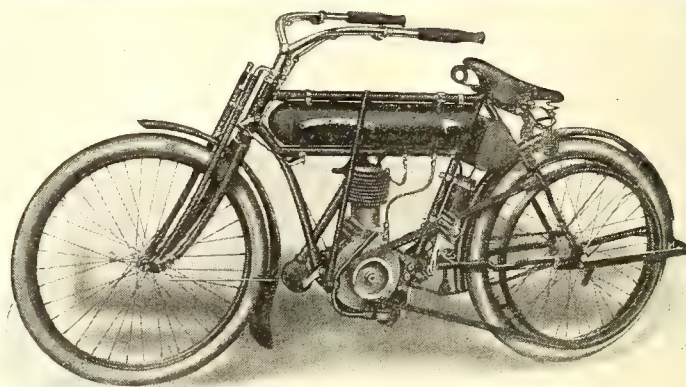
STANDARD BICYCLE AND MOTORCYCLE RIMS

Bicycle—G & J Clincher, Rolled Edge Crescent, Drop Center. Motorcycle—G & J Clincher.

**MUD GUARDS FORK SIDES
REAR FORKS REAR STAYS
SEAT POSTS
Forward and Rear "L"
Frame Tubing, Etc.**

Estimates gladly furnished upon request. Prompt deliveries can be made.

**THE STANDARD WELDING CO.
CLEVELAND**



'09 YALE, 3½ H. P.

Flat Belt with Idler, Battery Ignition.....	\$205
Flat Belt without Idler, Battery Ignition.....	200
V Belt (Shamrock Gloria) Battery Ignition.....	200
Herz Magneto, extra.	35

YOU can operate the YALE at less expense than any other motorcycle made. This speaks volumes for its correct mechanical construction and carefully tested materials.

"The motor is as free from trouble as a frog is of feathers."

Inquiries solicited from aggressive agents.

THE CONSOLIDATED MFG. CO.

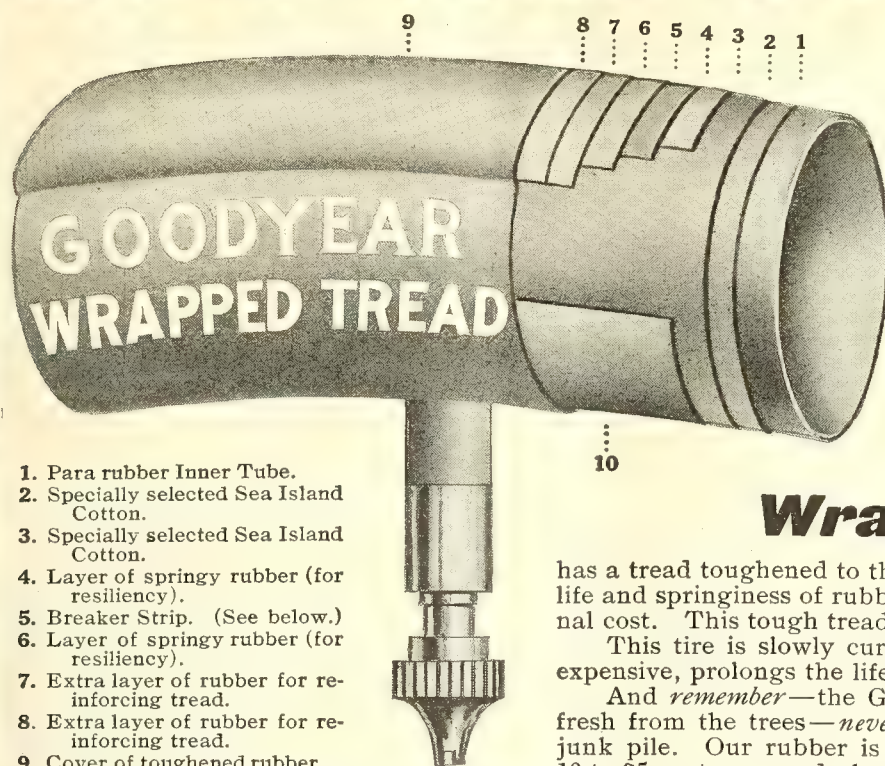
1709 Fernwood Ave.,

TOLEDO, OHIO

JOHN MOORE & CO., 59 Warren St., New York.

We also make YALE and SNELL Bicycles, HUSSEY Handle Bars, CONSOLIDATED Package Cars and Drop Forgings of every description.

Note That Construction!



1. Para rubber Inner Tube.
2. Specially selected Sea Island Cotton.
3. Specially selected Sea Island Cotton.
4. Layer of springy rubber (for resiliency).
5. Breaker Strip. (See below.)
6. Layer of springy rubber (for resiliency).
7. Extra layer of rubber for reinforcing tread.
8. Extra layer of rubber for reinforcing tread.
9. Cover of toughened rubber.
10. Re-inforcing strip to prevent rim cutting.

The Breaker Strip designates the point to which the tires can be ridden with safety before sending them back to be re-covered.

Dealers! An increasing number of bicycle users are demanding a tire that will stand everyday wear over all kinds of streets and roads—the hardest possible use. The live dealer encourages this demand because *there's more money in it.* The only tire that fully satisfies this high-grade custom is the Goodyear Wrapped Tread—the finest tire that can be built, and *the only tire made that can be re-treaded.*

This is the best tire ever made for delivery wheels—those used in messenger service or by butchers, bakers, grocers, florists, etc. The Wrapped Tread outwears several ordinary tires in the rough riding such wheels get. It makes the fewest repair bills, and is in fact *the most economical* tire the owners of these wheels can buy.

The Goodyear Wrapped Tread Bicycle Tire

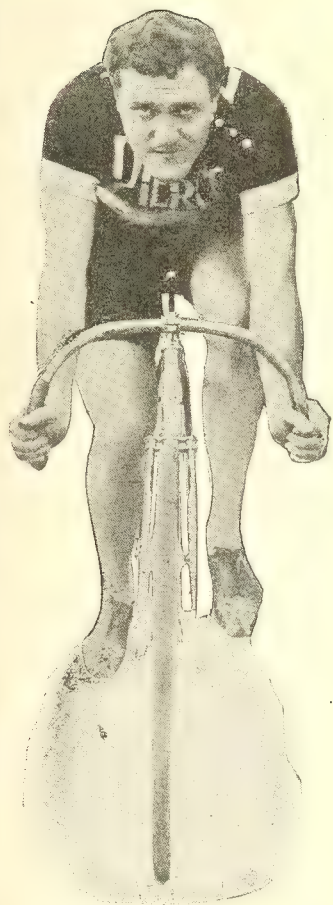
has a tread toughened to the strength of rawhide by our secret process, yet retaining all the life and springiness of rubber. If this tread ever does wear out we will re-tread it at a nominal cost. This tough tread is so perfectly united to the soft inside rubber as to be one piece.

This tire is slowly cured in live steam at low temperature, a process which, while very expensive, prolongs the life of the tire.

And *remember*—the Goodyear Wrapped Tread Bicycle tire is made only of *new* rubber, fresh from the trees—*never* of “Lapori” or “Guayule” or old rubber reclaimed from the junk pile. Our rubber is quoted today at \$1.20 a pound. We could get the other at from 10 to 35 cents a pound—but it won't do for a Goodyear. Send for sample section.

The Goodyear Tire & Rubber Company, Moal Street, Akron Ohio

Branches: Atlanta, 90 North Pryor St.; Boston, 669 Boylston St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 E. Fifth St.; Cleveland, 2005 Euclid Ave.; Denver, 23 W. Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad and Fairmount Ave.; Pittsburg, 5988 Center Ave.; St. Louis, 3935 Olive St.; San Francisco, 506 Golden Gate Ave.; Washington, 1026 Connecticut Ave.



FRANK L. KRAMER

Always a Tale of Triumph

THE PIERCE SCORES AGAIN

BICYCLES

MOTORCYCLES

¶ In the twenty-five mile road race held at Atlantic City, on June 20th, the first five men to finish rode Pierce Racers. The third rider received time prize.

¶ Pierce riders are always first at the tape. Does it pay to ride other makes?

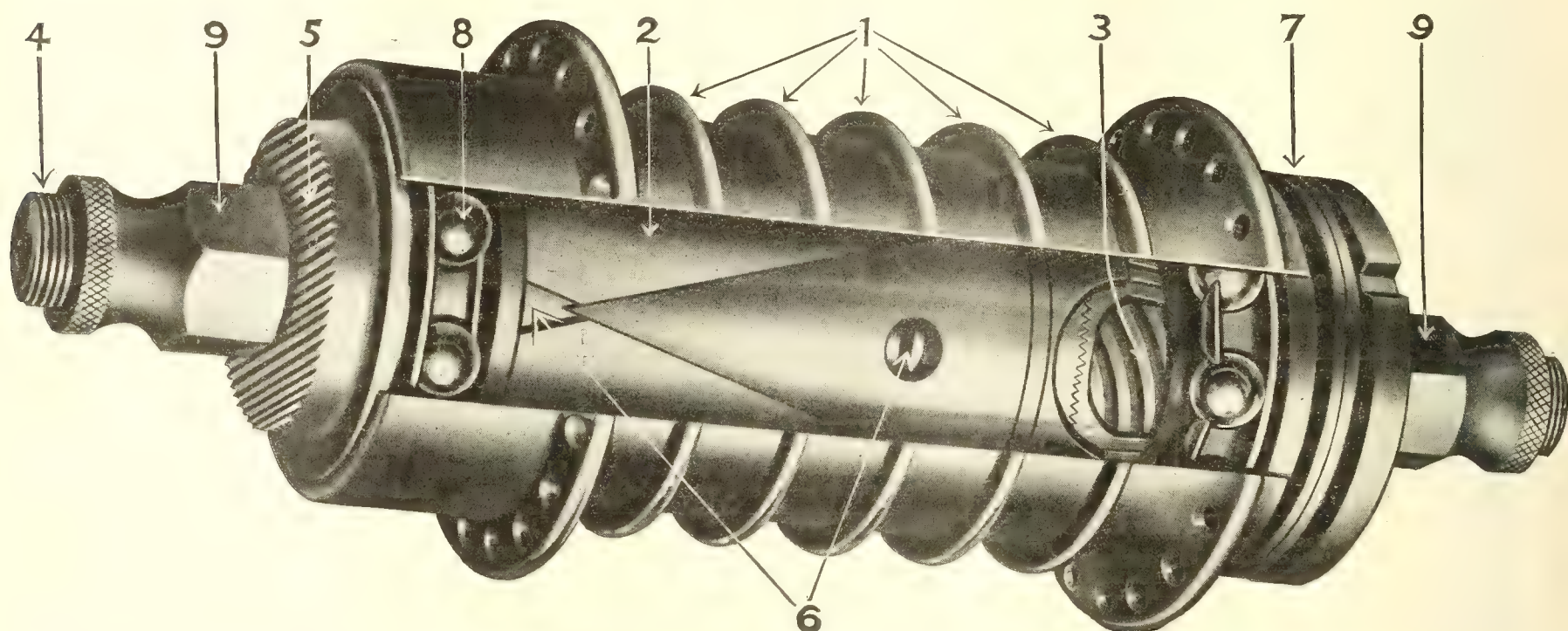
The Pierce Vibrationless Motorcycle is making history for itself; we have a few more upon which we can make early deliveries.

Our Catalog and best prices on application

THE PIERCE CYCLE CO., Buffalo, N. Y.

BRANCHES—Oakland, Cal.; Denver, Col.; Atlanta, Ga.

THE MUSSELMAN MOTORCYCLE COASTER BRAKE



Notice the Ten Points of Superiority

No. 1.—**COOLING FLANGES** which add over $13\frac{1}{2}$ square inches of cooling surface, making the total surface 42 square inches, making it impossible to overheat this brake. These cooling flanges also add an enormous amount of strength, barring any possibility of rupturing the shell in applying the brake, as is common with other hubs.

No. 2.—**BRAKE SHOE**.—Our construction permits a very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges.

No. 3.—**SHORT PITCH**. $\frac{5}{8}$ inch pitch. This is a very short pitch and gives one as good a leverage in applying the brake as a lifting jack. This leverage with our ample brake shoe gives you a power great enough to stop an automobile.

No. 4.—**LARGE AXLE**. 9-16 inch in diameter; strongest made. No danger of this axle bending or giving away under any condition.

No. 5.—**NO ARM**. This principle with our corrugated face on left stationary cone does away with building our brake with an arm. Arms or eccentrics create an undue leverage on rear forks, which is a common cause of trouble in other styles. Our construction causes the pressure when brake is applied of an end pull on rear forks and end push on the rear stays, making it impossible to break your rear forks.

No. 6.—**GREASE CHAMBER**. Our brake is built with a grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease for keeping the hub automatically lubricated for a season.

No. 7.—**CHAIN LINE**. Our sprocket set is fitted with two chain line rings; these with the straight and offset sprocket will give you seven chain lines, running from $2\frac{1}{8}$ inches to $2\frac{1}{2}$ inches, making it unnecessary to order special hubs for certain motorcycles.

No. 8.—**LARGE BALLS**. $\frac{3}{8}$ inch steel balls are used throughout, making the chance of broken balls infinitesimal.

No. 9.—**LONG STRONG AXLE NUTS**, built so as to accommodate any kind of stand.

No. 10.—**NO DRAG OF PARTS**. The principle of this brake is the same as the famous Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times, whether driving or being pulled by the motor. This is true only of the Musselman Coaster Brake.

DIMENSIONS.—MODEL A.—FOR BELT MACHINE.

Length over all outside cones, 6 inches.

Chain Line—Straight Sprocket, $2\frac{1}{4}$, 25-16, $2\frac{3}{8}$ inches.

Offset Sprocket, $2\frac{1}{8}$, 23-16, $2\frac{1}{4}$, $2\frac{3}{8}$, 27-16, $2\frac{1}{2}$ inches.

Drilled for 36 and 40 Holes.

Width of Flanges, $3\frac{1}{2}$ inches.

Sprocket, 3-6, 10 to 12 tooth, inclusive.

FOR FURTHER PARTICULARS WRITE TO

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, July 3, 1909.

No. 15

20TH CENTURY LAMP FLICKERS

**Once Prosperous New York Company Goes
into Bankruptcy with \$20,000 Assets—
Allegations of the Creditors.**

On Tuesday last, 29th ult., attorneys representing three of the concern's creditors filed a petition in bankruptcy against the 20th Century Mfg. Co., New York, the manufacturers of the well known 20th Century lamp. The petitioning creditors and the amount of their claims are: George B. Wilson, \$5,000, money loaned; Scovill Mfg. Co., \$5,000, merchandise, and Suffern & Son, \$100, services.

The petition alleges that the company is insolvent, has transferred part of its property to creditors and made a preferential payment of \$1,000 to the Merchants' Exchange National Bank. Judge Hand appointed Irving L. Ernst receiver, and authorized him to continue business ten days. Liabilities are placed at \$44,000, and assets \$20,000.

The business was started in 1895, and was absorbed by the present company, which was incorporated April 8, 1907, with a capital stock of \$100,000. The company of itself never maintained a factory or actually produced its lamps, the work being done under contract, for the greater part of the time by the Scovill Mfg. Co., of Waterbury, Conn. When the 20th Century lamp first appeared on the market, it found almost instant favor, its design marking a considerable departure from the patterns then in vogue and being at once distinctive and eye-pleasing. During the prevalence of the bicycle boom it enjoyed an immense sale, which became almost world wide when W. P. Crary, the president of the company, made a tour of the globe and established connections in all of the important countries. Since the collapse of the boom, the business gradually has been shrinking and while still of no mean proportions, of late

years it scarcely has been even mildly comparable with its former extent. A few years ago the company dipped into automobile lamps but did not go very deeply into that branch of the industry, its venture proving unprofitable and serving further to cripple its resources.

Denver Jobbers in Receiver's Hands.

The Scott Supply & Tool Co., of Denver, Col., which for a number of years has done a jobbing business in cycles and supplies, has been adjudicated a bankrupt. The liabilities are placed at \$39,000 and the assets at \$41,000. Following the filing of the original petition an effort was made by E. L. Korwood, who has been acting as manager of the concern, to purchase the interests of the other stockholders at 30 cents on the dollar under an arrangement by which he was to assume all the debts of the company and pay the creditors in full. These negotiations failed, however, so that at the hearing the court appointed a receiver, William B. Harrison. A meeting of the creditors has been called for July 13 at the receiver's office in Denver, at which time a trustee in bankruptcy will be appointed and action taken as to the disposal of the assets.

New Departure Files Another Suit.

Having already instituted proceedings against a coaster brake manufacturer and the distributor of his product, on Monday last, 28th ult., the New Departure Mfg. Co., inserted another link in the chain of infringement suits which was outlined at the recent conference of licensed coaster brake manufacturers. The link in question took the form of an action against a bicycle maker, the Consolidated Mfg. Co., Toledo, Ohio, which was filed in the United States Circuit Court in that city. It alleges that by making use of the Atherton coaster brake, the Consolidated company has infringed patent No. 605,731, which is one of those controlled by the New Departure interests. To complete the chain similar suits shortly will be filed against a number of jobbers and dealers.

TIRE PRICES DUE TO ADVANCE

**Greatly Increased Cost of Rubber Affects
the Situation—Makers Caught Short
in Crude Material.**

Because of the long-continued and unprecedented increase in the price of crude rubber, the situation in the tire trade has reached an acute stage. While the pinch is being felt with greatest force in the automobile trade, where an increase of 20 per cent. in tire prices is impending, there is every prospect that cycle and motorcycle industries also—particularly the latter—will be affected by the revision of lists which are being made, and that they, too, will have to pay more for their tires.

In respect to automobile tires, conditions are such that tire manufacturers are refusing to make quotations on future deliveries, and as a result, many large orders which in the aggregate represent millions of dollars, and which the manufacturers of motor cars are ready and anxious to place, practically are going begging; no one is willing to accept the contracts at present prices, so great is the chance of financial loss.

While the price of rubber has been steadily advancing since February, 1908, when up-river fine sold for 76 cents per pound, few of those concerned appear to have had any idea that it would reach its present mark, \$1.49, which was the quotation on the New York market on Thursday last; and as all rubber is subject to a shrinkage of 20 per cent., even this figure does not represent the real net price.

While most of the tire manufacturers had laid in what were thought to be ample reserve stocks, the unexpected prosperity of the automobile business caused such an unlooked for demand for tires that their stocks of rubber were well nigh depleted, and meanwhile the price of the crude stock has moved upward without interruption. Another factor in the case is the condition of

the market for mechanical rubber goods. Following the panic of 1907, the bottom almost fell out of that business; it was hit so hard that it was slow to recover, but during recent months it has regained its strength and as it also calls for large quantities of rubber, the law of supply and demand has had its natural effort.

It is believed that within the next two weeks the new schedules of tire prices will have made their appearance. Men in position to make prophecy safe, state that these new lists probably will not disclose any advances in the prices of the lower grade bicycle tires, but that the high grades, and also motorcycle tires, are practically certain to show advances.

Coaster Brake Men Meet in Ohio.

It transpires that the licensed coaster brake manufacturers have set for themselves a program of monthly meetings, which will be held successively in the vicinity of their respective factories. The June session occurred on Monday and Tuesday last in the Dayton Club, Dayton, Ohio, those present being Messrs. Glover and Earl (Corbin); Page (New Departure); Webster (Eclipse); Jacoby and Jackson (Miami); Florsheim (Thor); and F. R. Huntington, who represented E. E. Jackson, the arbitrator.

Foss-Hughes "Go Into" Motorcycles.

The Foss-Hughes Motor Co., of Philadelphia, have "taken on" motorcycles to the extent of having secured the agency for the four-cylinder Pierce. A few years ago Messrs. Foss and Hughes both were as prominently identified with the cycle trade as they now are identified with the automobile industry.

Travers May Make Accessories.

The Philip C. Travers Mfg. Co., Far Rockaway, N. Y., whose declared objects are the manufacture of accessories for automobiles and bicycles, has been incorporated under the laws of New York. P. C. Travers, L. Pearsall and G. Breng figure as the incorporators. The authorized capital of the company is \$50,000.

Two Families Form a Company.

The Ahring-Young Auto-Bicycle Co., Denver, Col., has been incorporated under the laws of that State with \$4,000 capital. George H. and Mary Ahring and James D. and Isabelle Young are named as incorporators.

Empire Opens a Philadelphia House.

The Empire Rubber Co. has established a branch house in Philadelphia at 322 North Broad street. It is in charge of E. B. Richardson, who heretofore has represented the company in the capacity of general salesman.

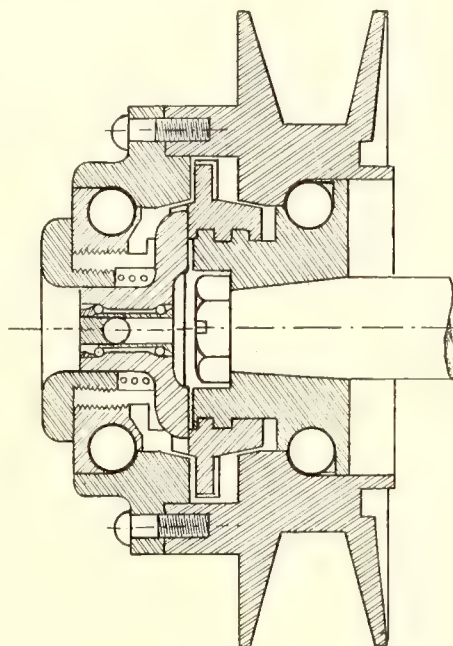
Fambroughs "Open up" in Monroe.

J. P. Fambrough, Jr., and S. M. Fambrough have opened a bicycle store in the Mobley building, Munroe, Ga. They will do both a sales and repair business.

HERE'S A FREE ENGINE PULLEY

Ingenious Device Applicable to Any Belt Driven Motorcycle—Its Construction and the Uses It Serves.

While the advantages of a so-called free engine long have been apparent to every person concerned with motorcycles, small effort has been made to provide it. A notable and promising step in that direction, however, just has been taken up by the Eclipse Machine Co., Elmira, N. Y., who are about ready to place on the market the Eclipse free-engine pulley, which is shown by the accompanying illustration, and which is at once a simple and ingenious de-



vice. The clutching or free engine mechanism is contained within and is an integral part of the pulley. It is applied to the engine shaft exactly like any other pulley and is easily applicable to new or old machines. It incorporates some of the essential principles of the coaster brake on which the fame and fortune of the Eclipse company were founded.

Unlike some of the more ambitious attempts at securing the free engine relation, the Eclipse attachment is not a variable speed gear, but merely is a clutching device, which can be engaged or released at the will of the operator and under any and all circumstances, merely by turning a little lever which may be mounted in any convenient position, and which is connected to the mechanism itself by means of a wire pull cord.

The general simplicity of its construction is shown in the illustration, which also gives a general idea of its operation. A collar keyed to the engine shaft, besides carrying one of the two bearings which support the pulley when it is running free, has a long pitch thread, or worm, turned in its outer surface. Over this, the clutch member is threaded, one portion of its exterior surface, which is conical in shape,

being adapted to engage a corresponding conical seat in the pulley proper. Lateral movement of the clutch is secured by the aid of the screw thread and a movable controller, which is governed by the pull wire from the handle bars and by a spring, which opposes the tension of the wire.

Thus, when the free engine is desired, the crank shaft and pulley are left perfectly free of one another, so that the engine may run with the remainder of the machine standing still, or the mount may be pedaled while the engine is stopped. At other times the device forms a solid connection between engine and pulley. Riders of experience will at once recognize the advantage of being able to pedal with the engine released until good momentum is acquired, after which the engine can be thrown in and a quick start obtained without the usual labor of turning against the entire engine resistance while getting the machine in motion. With the increasing use of magnetos this feature will make the device doubly useful on machines employing that form of ignition. The same applies to engine freedom in working through traffic, descending long roads. In other words, the necessity for cutting off the spark or lifting the valve in emergencies is eliminated.

One Cause of I-regular Running.

One cause of irregular engine performance, generally manifested in variable compression at one time or another is a very slight bend in one of the valve stems which results in unequal wearing of the guide in the cylinder. Where the stem is bent in this way near the head, the tendency is for the bent portion to cause a gradual enlargement of the stem on one side, in consequence of which the seating of the valve gradually gets out of truth. So long as the valve is permitted to work in its own way undisturbed, no trouble may be experienced. But so soon as it is turned part way around, the stem tends to pinch in the guide, while the chances are that the seat will not close properly. Hence the puzzling symptom of good compression at one time and poor at another, even though the valves may have been ground very recently.

What May Alter the Spark Gap.

While it is desirable that the contact between the spark plug and the secondary terminal should be as secure as possible, it is unwise to resort to pliers for the purpose of tightening the binding nut on top of the plug. When tools are used to make this connection secure it often happens that the porcelain is broken or that the entire core of the plug is turned, so that the distance between its sparking points is sufficiently altered to affect the travel of the spark so that it is forced to jump more or less than the 1-32, which is usually the required distance to obtain the best results. An instance is known in which a core which so turned invariably returned to the proper position and caused long perplexity before the cause was located.

MAY BREAKS THE GOOD RECORD

First Month in 1909 to Show a Decline in Exports—Japan Responsible for Half of the Shrinkage.

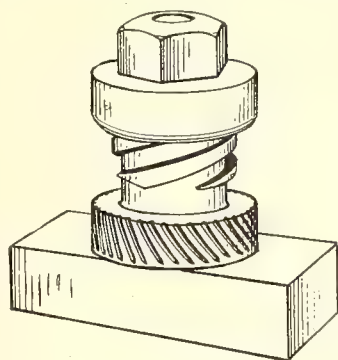
The improvement in the export trade which hitherto had marked the year was not maintained during the month of May, although some of the geographical divisions where increases have been made continued to add to the volume of their buying. The total figures for the month were \$48,907, as against \$69,640 for May, 1908, a decline of \$20,633. The geographical divisions where there was continued increase include the United Kingdom, which jumped from \$5,441 to \$11,769. The others in this category are France, Italy, Other Europe, Argentina, Brazil and Other South America. The total increase in the countries named was \$11,892. The gross decline in the countries where the figures have shrunk was \$32,525. Japan is responsible for nearly half of this, her purchases falling from \$15,027 in May, 1908, to only \$934 in May, 1909.

For the eleven months ending with May, 1909, the total exports were \$664,226, as against \$742,627 for the similar period in 1908. This is a decline of \$78,401. The geographical divisions which are not on the declining list are the United Kingdom, Belgium, France, the Netherlands, Other Europe, Argentina and Other Asia and Oceania. The biggest increase is that of Other Europe, from \$67,002 to \$135,684. The increases made in the several countries named total \$94,124. Countries showing the largest decreases are British Australia, Japan, Mexico, Cuba, Other West Indies and Bermuda and Other South America. Japan leads in the amount of shrinkage, the figures being \$96,066 for 1908 and \$50,547 for 1909. Mexico is another country where the shrinkage is large, the decline being from \$91,498 to \$52,054. Other countries showing a marked decrease are British Australasia, falling from \$88,318 to \$53,850, and Cuba, with a fall from \$40,302 to \$19,039. The report in detail is as follows:

	May		Eleven Months Ending May		
Exported to—	1908	1909	1907	1908	1909
United Kingdom	\$5,441	\$11,769	\$268,118	\$88,927	\$94,856
Belgium	1,380	1,055	25,518	22,827	31,979
France	300	1,348	35,891	22,275	27,905
Germany	3,087	417	35,799	29,016	20,183
Italy	712	1,485	20,398	26,094	19,981
Netherlands	3,098	1,689	34,588	28,490	31,517
Other Europe	4,200	5,403	190,337	67,002	135,684
British North America.....	6,243	5,933	48,318	57,104	50,780
Mexico	10,113	4,997	83,743	91,498	52,054
Cuba	4,252	1,709	35,803	40,302	19,039
Other West Indies and Bermuda.	2,329	1,411	18,476	24,093	14,088
Argentina	280	2,139	18,225	12,819	17,914
Brazil	21	242	11,000	6,765	4,848
Other South America	1,064	1,524	17,804	14,718	9,661
Japan	15,027	934	130,527	96,066	50,547
British Australasia	6,220	4,080	75,293	88,318	53,850
Other Asia and Oceania	4,941	2,292	22,124	17,921	22,557
Other countries	932	480	10,071	8,392	6,783
Totals	\$69,640	\$48,907	\$1,082,033	\$742,627	\$664,226

Special Tool for Removing Sprockets.

Although the average sprocket, whether on a bicycle or a motorcycle, is easily removable—in theory—the man whose business it is to remove many of them too frequently finds it a strenuous task. This is particularly true where the mechanism of the coaster brake is involved. To relieve the strenuousness of the operation and render it easier, the Eclipse Machine Co., Elmira, N. Y., has brought out a special sprocket removing tool, which is distinguished by the name of its makers, and which is as simple as it is effective. As shown in the accompanying picture, it consists merely of a small, rectangular block, in which is affixed practically a duplicate of the clutch mem-



ber of the Eclipse coaster brake, with an axial extension in the shape of a threaded portion over which a collar and nut are fitted.

In service, the device is clamped in a bench vise by means of the rectangular base portion, so that it is perfectly rigid. After removing the nut and collar, the sprocket block of the coaster brake, to which the sprocket is secured by means of a fine screw thread and locking ring, is then turned down over the upper portion of the removing tool, where it rests as securely as when it is assembled in the brake. The collar and nut being replaced and the latter drawn firmly in place, it is then possible to exert whatever force may be necessary to loosen the locking ring and finally the sprocket itself. The tool is made in sizes for both bicycle and motorcycle work, and sells at a moderate price.

ABOUT THE OVERHEAD VALVE

Advantages Claimed for This Type of Engine Construction—Increased Power with Greater Economy of Heat.

While motorcycle designers for some reason have been slow to adopt the valve-in-the-head type of engine, there is evidence that they finally are permitting it to enter into their considerations, of which it is likely to claim more as time progresses. For experiments have proven that a given number of cubic inches of gas exploded in a hemispherical cylinder with valves directly over the piston, produces from 12 to 15 per cent. more power than the same volume when ignited in a cylinder in which the valves are offset and carried in side pockets. The overhead valve construction also permits of a hemispherical form of combustion chamber, which reduces the wall area exposed to the flame, without lessening the external cooling surface.

To avoid overheating of the engine it is imperative that the exhaust gases be expelled in the shortest possible time, while the greater the volume of fresh gas that can be introduced into the cylinder during the admission stroke, the cooler the interior walls will be kept, and also a heavier explosion will result. With valves in the center of the head, the charge is admitted and ejected in the quickest possible manner and with a minimum amount of air friction in the pipes and passages. Accessibility and interchangeability of parts, which are features always to be desired, are further advantages of the overhead valve mounting.

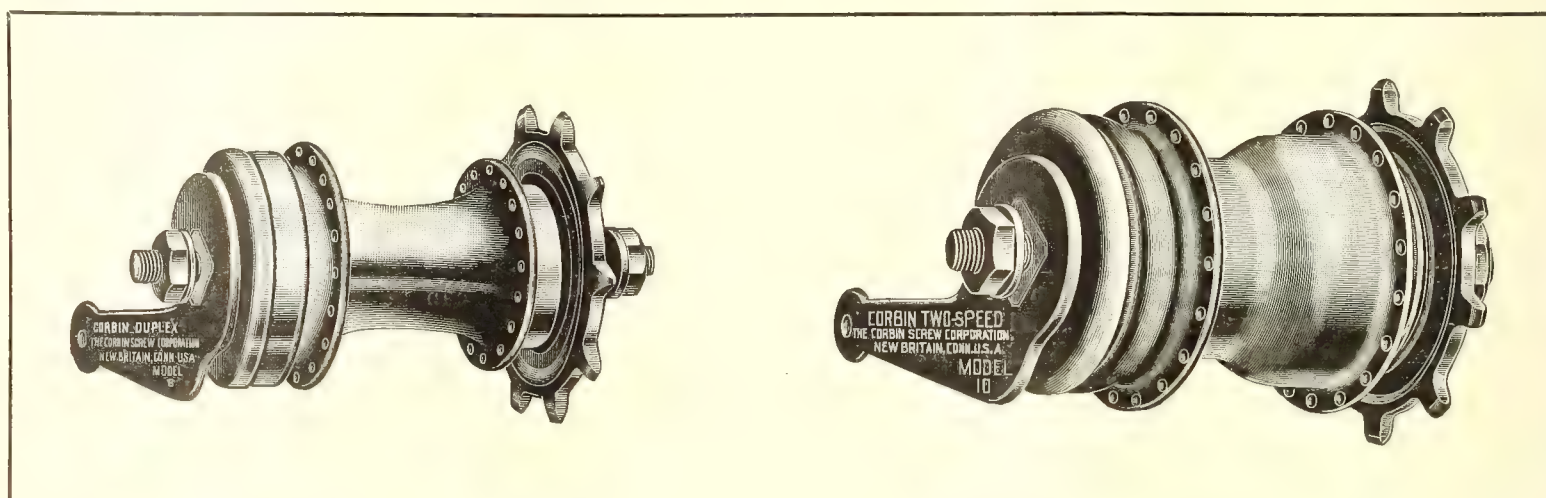
With the prevailing forms of valve location it usually is necessary to disconnect the inlet piping and remove the admission valve, before it is possible to take out the exhaust valve. When compressing the exhaust valve spring to remove the key, the valve itself has a tendency to travel upward, necessitating some sort of a stop or wedge being inserted in the cylinder head directly over the valve, to prevent such motion. Furthermore, frequent breaking of the inlet pipe connections causes wear of the unions, and tends to develop leaks which permit the entrance of additional air and break up the mixture. With valves mounted in cages in the center of the head, all these disadvantages are overcome and eliminated, and each valve can be removed quickly without the necessity for disturbing any other valve or piping. By making all valves, springs and cages of the same size, the cost of production is reduced, while the rider is not required to carry a large and varied assortment of such parts in order to provide for breakages.

With overhead valves the removal of carbon from the piston becomes an easy task, as the whole interior of the combustion chamber is exposed, when the valve cages are taken out.

Coasting, Slowing or Stopping Quick

should be accomplished almost "sub-consciously," without need of worry or thought as to the means. The mind is perfectly at rest as to the means of doing things when the riders have

Corbin Coaster Brakes



¶ Righteous pleasure is the portion of the dealer who fits Corbins to his customers' machines, because he is able to give such generous value.

¶ Corbin Coaster Brakes are offered in models for chain and chainless bicycles and for chain or belt driven motorcycles, and with front hubs to match.

¶ Bear in mind, also, the Corbin TWO SPEED.

¶ Owners and dealers should feel free to write us.

CORBIN SCREW CORPORATION

LICENSED COASTER BRAKE MANUFACTURERS.

NEW BRITAIN, CONN, U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JULY 3, 1909.

"Until further notice please change my address to Hot Springs, Ark. I cannot afford to miss a copy of the Bicycling World."—D. M. Campbell, Gray, Ky.

Men Worth Two of Another Kind.

"Whenever you find a rider who is a subscriber to a cycling publication, you find a likely candidate for the F. A. M., and one worth two of the other kind—the kind that knows little or nothing of the F. A. M., and therefore will not stand without hitching when one probes him for a two-dollar investment in the F. A. M."

This is the almost epigrammatic observation of E. M. Estabrook, the astute F. A. M. commissioner for the State of Maine, contained in his report rendered at the recent meeting of the Eastern District of that organization. Remarking also his belief that the F. A. M. is indebted to such publications for the spread of enlightenment, he adds:

"I believe that F. A. M. officials and members can materially advance the cause of the F. A. M. by prevailing upon their friends to subscribe for the papers that are at all times giving us publicity through recording our doings throughout the whole country. I intend to start another campaign, but previous to doing so I shall endeavor to have all registered owners receive a few sample copies of the leading cycling periodicals."

Mr. Estabrook, who is one of the veteran cyclists who early embraced the motorcycle, also has engaged in the sale of both types of machines. He is a thoughtful man and his experience spans such a long term of years that he is in position to judge when one sort of man is worth two of another kind. What he says is, of course, but another tribute to the power of the press and simply indicates anew its value as an awakener and educator. It recalls the instructions given to his traveling salesmen by one of the most prominent and astute cycle manufacturers of his day. He laid down the rule that when it came to a matter of preference between two dealers, his agency should be given to the one who subscribed for a cycling publication. He reasoned that the perusal of such a paper was prima facie evidence of enterprise and of a keener interest on the part of a dealer in his business and a consequently better ability to intelligently do business. That the logic is sound admits of small dispute. That the salesman representing a well advertised article receives a warmer welcome and can do business in less time and do more of it with dealers who receive the publications devoted to their interests than is the case with non-readers, is an old story. The connection between the "live" man and the "live" publication is a direct one.

To Gain a Recreation Hour.

"More daylight" substantially is the object of an ingenious scheme which is being agitated in various parts of the world, and which recently has been taken up in the United States. It involves setting all clocks ahead by an hour or so during the summer months, so that while people could continue their present schedules as to rising, labor and recreation, they would have at least an hour more daylight at the end of the day. Far from being a mere amusing fancy, the project has been taken up seriously, proposed laws to this end being introduced in the British Parliament, in the United States Congress, and within the last week, the movement received its first fillip in this country when it was made the subject of a favorable resolution adopted by the municipal council of Cincinnati, O., although previously a host of scientists, statesmen, political economists and laymen in all walks of life had taken up the cudgels in its behalf.

Without going into the question of re-adjustment that might be rendered necessary should the scheme be carried into full effect, it may be said that the underlying idea is one which appeals strongly to common sense. It is one that will be of benefit to all workers and undoubtedly would prove of advantage to both the trades and pastimes of the cycling and motorcycling and to all other lines which encourage outdoor recreation and sport.

A practical example of the benefits of plenty of daylight hours after the ordinary working day is over is afforded by England itself, which, having tasted these benefits, is most eager for the new law. The British Isles lie much nearer the North Pole than do the United States, though being warmed by the great Gulf Stream the prevailing weather is more moderate. In the summer the British daylight has a tinge of the Arctic six months daylight effect, so that the real blackness of night does not descend until long after the chickens have gone to roost in America. As a consequence the available daylight after working hours has been made use of by the English as a period for indulgence in outdoor pastimes and sport, accounting in no small degree for England's reputation as a sports loving country.

Although the time may not be near at hand when the "more daylight" movement will have gained sufficient strength to effect the necessary legislative action, cyclists and motorcyclists and all those having to do with cycles of whatever sort can well afford to lend to it such support and impetus as may be within their power. There is no reason why, for instance, every club should not pass resolutions favorable to the plan. One hour more of daylight in the evening means one hour more for cycle riding, one hour more for cycle racing, one hour more for whatever one will. It is the very hour—and one of the most agreeable hours of the day—when released from shop or office, countless men will find opportunity for that outdoor recreation which they crave and which will make them better men. It is an hour well worth gaining.

When amateurs are entered in contests by manufacturers, the very fact casts suspicion on their status and is in the nature of strong circumstantial evidence, as was pointed out to the Chicago Motorcycle Club a couple of years ago. The rules governing its forthcoming reliability contest suggests that the lesson has been forgotten.

CORRESPONDENCE

About Muffler Pipes Heating Red.

Editor of the Bicycling World:

I have a 4 horsepower single cylinder motorcycle. I have ridden it a few hundred miles, but never at night until lately, when I discovered that the muffler pipe and even part of the cylinder head was red hot. It is a Buchet motor with the valves on top of the head. The engine must have been running in this condition for a long time as it is impossible to see the glow in the daytime. I get a blue flame from the exhaust. Can you give me the reason and a remedy, and does it do any great damage? The chamber was cleaned recently and cannot be carbonized. "BUZZ."

[If the motor runs smoothly and without the usual symptoms of overheating, such as a sharp metallic knock, loss of control by varying the spark advance due to pre-ignition, and refusal to stop when the ignition is cut out, it may be inferred that no very serious difficulty exists. As no new symptoms are mentioned, it is probable that the motor runs no differently at night from what it does in the daytime, and that it is not hotter at one time than another, unless you ride very cautiously at night. In that case, possibly too great a retardation of the spark may cause late ignition so that most of the force of the explosion, and its heat as well, are wasted in heating the exhaust valve pipe and muffler. If the spark is always kept as far advanced as possible, as it should be, it also is possible that the exhaust valve opens too early. In this case, however, a loss of power probably would be noticed.]

More About Control of Magneto.

Editor of the Bicycling World:

On page 427 of the Bicycling World, issue of June 5, I notice an article, "Concerning Control of the Magneto," in which it is stated that motorcycles equipped with the magneto are hard to start, if the spark advance and valve release are operated by one lever; and that to advance the contact breaker fully for easy starting, "the valve must be dropped and the machine pedalled against the compression." If the grip control with spark advance and valve release on one grip is wrong, most American machines are wrongly constructed. But I do not believe they are, and I am surprised that the Bicycling World should think so.

In fact I believe the grip control rider can drop the valve and advance the spark, both ways, on and off, quicker than can the man with two levers. And I do not see why he should pedal against compression any more than the other fellow. Does it take one-fifth of a second to drop the valve release and advance the spark with a quick twist-of-the-grip, both operations done at one stroke?

I do not want to know the rider who likes the two lever principle machine. I

do not believe the single grip control for both valve and spark is harder to start or less advantageous to the rider.

C. E. MINNEMEYER, Allegheny, Pa.

[No question was raised as to the advantage of the American method of single grip control of the valve release and magneto advance. That practice is undoubtedly the best solution of the control problem, and is thoroughly in accord with the Bicycling World's views on the subject. The item in question was inspired by frequent complaints of riders who have purchased new machines fitted with magnetos, and who insist that they are hard to start.

Many such riders have graduated from battery equipped machines, and brought with them to their new mounts their old habit of advancing the spark slowly and continuing to pedal, until the engine was up to the speed. With the magneto equipment this method results in much unnecessary pedaling before the engine begins to give, which, as you say, can be avoided by advancing the spark quickly and fully immediately after dropping the valves, after having first acquired sufficient momentum by pedaling.

It should be remembered that the construction and operation of a magneto is new to most riders, and it requires time to educate them to it.]

To Ascertain Why the Tire Deflates.

It sometimes happens that a tire becomes deflated because of a leaking valve and the conditions may be supposed to be due to a puncture. If no sign that the tire has been punctured is discovered, a few drops of water poured in the valve stem, will determine whether or not there is a leak. In this case the valve plunger should be tightened with the notched stem of the valve cap inserted in the valve, and if this does not remedy the trouble new valve parts should be inserted.

Making the Drain Cock Secure.

After closing a drain cock in the engine base, it should be given a slight tap with a wrench, or other convenient tool, to prevent it from jarring open from the vibration, and allowing the oil to run out. It apparently is a small matter, but its observance may prevent an engine being ruined through loss of oil.

How to Avoid Carbon Deposits.

The avoidance of too much or imperfectly gasified fuel mixtures and the employment of a most excessive quantity of a grade of lubricating oil which is as free as possible from the tendency to produce solid residue, are preventives for carbonization of piston heads and combustion spaces.

Locating a Misfiring Cylinder.

An easy way to locate a mis-firing cylinder is to hold the head of a match against each cylinder in succession. Those in regular operation will ignite the match readily, the one which is missing will not.

COMING EVENTS

July 4, Penn Yan, N. Y.—Penn Yan Racing Association's motorcycle race meet; open.

July 4, Danvers, Mass.—Bicycle road race; open.

July 4-5, San Francisco, Cal.—San Francisco Motorcycle Club's 500 miles endurance contest; open.

July 5, Omaha, Neb.—Omaha Motorcycle Club's race meet at Courtland Beach track; open.

July 5, Rahway, N. J.—Pierce Cycle Club's fifth annual 25 miles Rahway handicap road race; open.

July 5, Dunkirk, N. Y.—Dunkirk Cycle Club's fourth annual 20 miles handicap road race; open.

July 5, Mishawaka, Ind.—40 miles motorcycle road race to Goshen and return; open.

July 5, Baltimore, Md.—Carroll Cyclers' race meet at Clifton Park; open.

July 5, Alameda, Cal.—Alameda Wheelmen's race meet; open.

July 5, Atlanta, Ga.—Handicap road race for colored riders.

July 5, Tampa, Fla.—Bicycle races at Bal-last Point; open.

July 7, Plainfield, N. J.—Plainfield Cycling Club's 10 miles Diamond handicap road race; open; and other closed events.

July 8-10, Chicago, Ill.—Chicago Motorcycle Club's endurance contest; open.

July 10, Buffalo, N. Y.—Iroquois Athletic Association's bicycle meet at Lafayette field; open.

July 10, Haverhill, Mass.—Bicycle marathon handicap road race; open.

July 11, Brooklyn, N. Y.—New York State Division Century Road Club of America's 50 miles pleasure trip to North Beach, L. I., and return; open.

July 11, Valley Stream, N. Y.—Long Island Division Century Road Club Association's 15 miles handicap road race; open.

July 11, Philadelphia, Pa.—Fifth annual 60 miles record run from Camden to Atlantic City; open.

July 31-August 1, New York City—New York State Division Century Road Club of America's moonlight and double century run over Long Island roads; open.

July 17, St. Louis, Mo.—St. Louis Cycling Club's annual 20 miles Forest Park handicap road race; open.

July 17, Newark, N. J.—New Jersey Motorcycle Club's motorcycle race meet at Olympic Park; open.

August 9-10, Cleveland, Ohio.—Federation of American Motorcyclists' national endurance contest from Cleveland to Indianapolis.

August 11-13, Indianapolis, Ind.—Federation of American Motorcyclists' seventh annual meet.

NAMES BUFFINGTON'S SUCCESSOR

Head of F. A. M. District to Retire, He
Commends New Nominee—Other Do-
ings at Summer Meeting.

The Eastern District of the F. A. M. is to lose the best vice-president it ever has had, which is to say that E. L. Buffington, of Providence, R. I., who as vice-president, has been its directing head during the past twelve-month, will not accept reelection. He announced his decision at the summer meeting of the District, which occurred at Lake Pearl—20 miles from Providence—on Sunday last, 27th ult., when a renomination was tendered him. It is at this meeting that the by-laws of the parent body require that each District shall nominate a candidate for vice-president, who shall be presented for election at the annual meeting of the national organization. Buffington is the only District head who has properly organized his district and otherwise lived up to the requirements, and who has been able to point to something done. His decision therefore was received with regret. As his successor there was nominated C. C. Wilber, of Keene, N. H., who is at present the F. A. M. commissioner for that state and who has all the appearances of an earnest, energetic and forceful official.

The summer meeting had been called to occur Saturday evening in Huntington Chambers, Boston, but at the appointed time a quorum was not present and efforts to round up a sufficient number of members failed. Many of the men prominent in the trade in the East were conspicuous by their absence, nor did any of the three national officers of the F. A. M. put in an appearance. The only New Yorkers in attendance were District Treasurer Horenburger, and a Bicycling World representative.

Lacking a quorum and as the by-laws require that the meeting shall be held previous to July 1st, Vice-president Buffington took the bull by the horns and declared it adjourned until the next day, naming Lake Pearl as the meeting place. Buffington and District Secretary Swenson then rounded up a sufficient number of Providence and Taunton members to form a quorum. These, with Messrs. Mann, Rothe, Ellsworth, Griffith and Fecitt, of Boston, and one New Yorker, enabled business to be transacted.

The reports of the various officers were read and approved, that of the treasurer showing expenditures of \$93.10, and a balance on hand of \$485.82. Secretary Swenson reported that the District by-laws had been printed and that a copy together with the \$25 reward or protection transfer, had been placed in the hands of every member. W. F. Mann, State commissioner for Massachusetts, reported the result of his legislative efforts in that commonwealth, and added that \$150 remained due the counselor engaged. It was decided to make an

effort to raise the amount by subscription, failing which the national organization will be asked to pay it. Commissioner Mann stated that 186 new members had been enrolled in his territory.

Mr. Mann also presented the application for reinstatement to membership of W. T. Marsh, of Brockton, Mass., and it was voted to recommend to the national body that his disabilities be removed and his application be granted. In 1905, Marsh was expelled from the F. A. M. on charges of disloyalty and conduct unbecoming a member and prejudicial to the interests of the organization. The charges were based on the part he played in fathering an outlaw organization which grew out of trade rivalry and the disputed decision of a referee.

On motion of Mr. Swenson, it was decided to hold a race meet in connection with the Fall business meeting and to conduct two District championships at that time. Swenson also suggested a gathering and "field day" of all New England clubs and the idea was favorably received, but no formal action taken.

Mr. Rothe had the District place itself on record as being opposed to open mufflers and the unnecessary use of horns—a sentiment that prevailed unanimously.

Mr. Mann then placed Mr. Buffington in nomination to succeed himself as vice-president, but Buffington would not have it so. He said he had not the time to devote to the office and moreover believed in rotating the office among the several states in the District. Mr. Wilber, of New Hampshire, then was placed in nomination, Mann and Buffington both speaking in his favor. He was chosen unanimously as the candidate, after Messrs. Rothe and Fecitt had in turn nominated each other, only to as promptly decline.

Track Events for F. A. M. Meet.

Twelve track events will constitute the racing program for the F. A. M. national meet in Indianapolis. Seven of them will be contested on August 12th and the others on the 13th; the new Indianapolis motor speedway will be the scene of the sport. The events are as follows:

First day—Five miles for private owners using machines not exceeding 61 cubic inches; five miles national championship; five miles for private owners who are members of the Indiana Motorcycle Club; ten miles F. A. M. national championship; five miles for machines not exceeding 55 cubic inches, without auxiliary exhaust ports; ten miles professional; 25 miles open for machines not exceeding 30½ cubic inches.

Second day—One mile national championship; 2½ miles for private owners using machines not exceeding 30½ cubic inches; five miles professional, machines not exceeding 61 cubic inches; ten miles, open to machines not exceeding 30½ cubic inches; one hour national championship. It is stated that the mile championship will be run as time trials which probably is a mistake.

VARYING FORTUNES AT NEWARK

Clarke Turns the Tables on Krebs and Fogler Wins a Race—Kramer Experiences
Some Hard Luck.

After many vicissitudes A. J. "Rocket" Clarke, the most popular little bicycle rider that ever came to America from foreign shores, came into his own at the regular weekly meet at the Newark (N. J.) Velodrome on Sunday last, 27th ult. Clarke defeated the "Flying Dutchman" Floyd Krebs, in two heats of their three-heat match race and by so doing replaced himself in the confidence of the "fans" who have so nobly stuck by him in his adversity. Clarke's adversity consisted in being too fat. The torrid days of last week served to put him into good condition, however, and from now on the little Australian will have no excuse if he is beaten.

The meet was one of the best that has been served to Newark patrons of the sport this year and no one rider had a monopoly on the prizes. Fred G. West defeated Teddy Billington, the one-time amateur "pride of Vailsburg"; Joe Fogler came back into his own in the 10 miles open by defeating Macfarland, while the crowd was treated to the unusual sight of witnessing Kramer battle for a fourth place. Kramer, however, won the mile handicap, from scratch, in which Clarke did not start. In the amateur events Percy Lawrence again would have made a clean sweep but for the fact that he broke his bicycle. In the handicap he rode a borrowed machine and the best he could do was to finish fourth. In the open race he showed plenty of speed and defeated Courtney Peer easily.

Clarke's victory over Krebs was the most satisfactory occurrence of the afternoon. Ever since his defeat some weeks ago by the "Flying Dutchman," the little Australian has chafed under the good natured criticism that has come his way and he meant to even up things Sunday afternoon. Clarke's followers nearly had heart failure, however, when the Newark German led the Australian home in the first heat. In the next two heats Clarke was more watchful and Krebs did not have a chance in the world. In the second heat he could not even hold the pace set by Clarke, much less provide a fighting finish.

With the match race out of the way the crowd looked for a great race between Clarke and Kramer in the 10 miles open. Their disappointment came in two miles, for Clarke's tire blew up. Then Kramer got pocketed two laps from the finish. At a lap to go Bedell uncorked a pretty jump, taking Fogler with him, with Fenn fighting hard on the outside. On the backstretch Fenn weakened and Fogler went around Bedell. The field then broke up and Macfarland went after the flying Fogler, gaining at every revolution of the pedals. Mac-

farland certainly made a wonderful ride in the closing yards and Fogler won only by inches, Bedell coming in for third place, with Kramer fourth and Fenn fifth.

Kramer barely qualified in the trial heat of the mile handicap, but in the final heat he went around Fenn and Fogler, who were cutting out the pace, and won with plenty to spare. Fred West showed his calibre by defeating Teddy Billington in two straight heats of their match race.

In the handicap Lawrence was under the difficulty of riding a borrowed bicycle and he did not get to the front in time. The best Lawrence could do was to finish fourth, the racing going to John Brennan, of the National Turn Verein Wheelmen, from the 70 yards mark. In the open race Lawrence was upon his own bicycle and he unwound early in the last lap, winning easily over Courtney Peer. The summaries:

One half mile match, professional—First heat won by Fred West, San Francisco; second, Teddy Billington, Vailsburg. Time, 1:42. Second heat and match won by West. Time, 1:37½.

One-half mile handicap, amateur—Won by John Brennan, National T. V. W. (70); second, Michael Ferrari, Bay View W. (55); third, Harry Simpson, Newark (70); fourth, Percy Lawrence, San Francisco (scratch). Time, 0:56½.

One mile professional—Won by Frank L. Kramer, East Orange (scratch); second, Joe Fogler, Brooklyn (25); third, John Bedell, Newark (55); fourth, Menus Bedell, Newark (125); fifth, Fred West, San Francisco (75). Time, 1:56.

One mile match, professional—First heat won by Floyd Krebs, Newark; second, A. J. Clarke, Australia. Time, 2:16½. Second heat won by A. J. Clarke. Time, 2:16½. Third heat and match won by A. J. Clarke. Time, 2:14½.

Two miles scratch, amateur—Won by Percy Lawrence, San Francisco; second, Courtney Peer, N. T. V. W.; third, William Van den Dries, N. Y. A. C.; fourth, Ernest Jokus, N. T. V. W. Time, 4:15½.

Ten miles scratch, professional—Won by Joe Fogler, Brooklyn; second, Floyd A. Macfarland, San Jose, Cal.; third, John Bedell, Newark; fourth, Frank L. Kramer, East Orange; fifth, W. S. Fenn, Bristol, Conn. Time, 20:37½.

Those persons who prefer motor-paced racing to sprint events had cause to feel well pleased on Wednesday night, 30th ult., at the Newark Velodrome, when Edward F. Root defeated Fred Hill and Worth L. Mitten in a race of this character. In the sprint events neither Kramer or Clarke showed, Fogler taking the mile open and John Bedell the handicap. In the amateur events Percy Lawrence and Jacob Magin shared the honors.

The motor-paced race was put on as the feature, with Root taking the place of Macfarland, who was injured a few days ago. Root was paced superbly by Charles Tur-

ville and apparently did not have to exert himself to win. In the first seven miles of the race, which was a ten miles affair, Root remained about 40 yards behind Hill. He then went to the front and was never headed. In the last lap Turville, who knows how to draw a fine finish, slowed perceptibly, so that Hill lost by only a narrow margin. Mitten was off his feed and finished five laps behind.

Kramer certainly had hard luck. In his heat of the mile open a tire punctured and he failed to qualify in the handicap. With the champion out of the race it looked like a gift for Clarke, but the little fellow allowed himself to get pocketed. Clarke was behind Fogler when the time came for the sprint, but Fenn, coming along on the outside prevented Clarke from passing Fogler. The little Australian had to back-pedal and go around Fenn. Fogler kicked mightily and won by a length, while Clarke finished in front of Fenn for second money. Fred West was a good fourth.

The handicaps were too big for the scratch men in the handicap. Kramer did not qualify in his heat and in the final Clarke could not make up the distance, although ably assisted by Fogler. John Bedell rode a nice race and won it rather easily, with Anderson second and Halstead third.

Percy Lawrence, from a rear position in the last lap of the three miles scratch for amateurs, showed a terrific burst of speed. He rode around everyone, high on the bank, and managed to finish second to Magin. In the half mile open Lawrence won easily, and Steinert showed good judgment to sleighride in for second prize. The summaries.

One mile scratch, professional—Won by Joe Fogler, Brooklyn; second, A. J. Clarke, Australia; third, W. S. Fenn, Bristol, Conn.; fourth, Fred G. West, San Francisco. Time, 2:02½.

One half mile scratch, amateur—Won by Percy Lawrence, San Francisco; second, Jerome Steinert, Roy Wheelmen; third, Joseph Mesigal, Chicago. Time, 1:04.

Three miles scratch, amateur—Won by Jacob Magin, N. T. V. W.; second, Percy Lawrence, San Francisco; third, Ernest Jokus, N. T. V. W.; fourth, Martin Kessler, New York City. Time, 6:45½.

One mile handicap, professional—Won by John Bedell, Newark (55); second, Norman M. Anderson, Denmark (85); third, Alfred Halstead, Sacramento, Cal. (125); fourth, Thomas Smith, Newark (110); fifth, Peter Drobach, Boston (90). Time, 1:52½.

Ten miles motor paced, professional—Won by E. F. Root, Melrose, Mass.; second, Fred Hill, Boston; third, W. L. Mitten, Davenport, Ia. Time, 15:09¾.

Smith Fails as a Record Breaker.

Peter Smith, a Brooklyn young man, who, when he is not engaged in running an elevator in a downtown business building, rides a bicycle on the Merrick road, Long Island, wandered from his Brooklyn fire-

side on Saturday last and headed for Boston. Smith was accompanied by K. W. Jarvis and Fred C. Seebinger and a collapsible drinking cup which latter proved a convenient asset. These three young men had a desire to break Joe Noe's record of 20 hours 36 minutes from New York to Boston. The rain, however, slowed them considerably, and they missed making a record by about two hours. They expect to make another attempt in August.

Motorcycle Fastest in Meriden Climb.

Meriden's (Conn.) first hill climbing contest, held on Saturday last, 28th ult., under the auspices of the local automobile club, included two motorcycle events, one for twins, the other for singles. The venue was the Ives hill in South Meriden, a steep grade a half mile in length. In the twin class Joseph Allaire covered the course in 41½ seconds, much faster than was made by the fastest automobile. The only other competitor was Richard Shaw, whose time was 1:01¼. The class for singles was better filled, and A. D. Elster won easily in 0:51½. Allaire was the runner-up in 1:08¾, with Wadsworth third in 1:09. C. H. Hunter made the ascent in 1:12¾, and Elster, who was given two trials each on a different machine, was timed in 1:14. All of the competitors rode Indians.

Newark to Have Motorcycle Meet.

At the last meeting of the New Jersey Motorcycle Club preliminary arrangements were made for the motorcycle race meet which the club will promote at the Olympic Park track, Newark, Saturday, July 17th. Holmes Wright, George Fawcett, Percy Drummond, Kenneth Moore and J. W. Schneider were appointed a committee to make all arrangements. The feature event will consist of a race over the marathon distance—26 miles 385 yards—for which R. B. Whitehead has offered a silver cup. Several gymkhana events also will be contested.

Rain Postpones Meet at Clifton.

A slippery track caused a postponement of the regular weekly meet at the Clifton (N. J.) Stadium on Sunday last, 27th ult. The amateurs were willing to ride but the pacemakers would not take a chance and the spectators were given rain checks. The same card that was to have been presented last Sunday will be run tomorrow. An additional meet will be held next Monday afternoon, in celebration of Independence Day.

Date for St. Louis Road Race.

August 14th has been set as the date for the St. Louis Cycling Club's annual Forest Park handicap road race, and as a number of handsome prizes will be offered it is hoped to attract a considerable number of out-of-town riders. The distance of the race will be 20 miles and the race will start and finish at Kings Highway boulevard and Forest Park, the most beautiful section of St. Louis.

THROUGH WONDER REALMS AWHEEL

Glories of Colorado's Rugged Picturesqueness as Seen by a Cycling Tourist—
Exploring Yellowstone Park.

Longing for the great outdoors, the cyclist, whether of the pedaling or the motorizing varieties, at this season feels the impulse for touring, but not always is certain of where he will find the most enjoyment. If the restrictions on his choice do not forbid, he should select a touring ground giving the greatest promise of pleasure with the minimum of discomfort, and from my own experience it would appear that Col-

orado and the Yellowstone Park region presents the happiest combination of climate, scenery and interest that the tourist can find for his purpose. Summer tours awheel in a hot country afford me very little pleasure so I have always sought the cooler latitudes where the roads were best. The West has afforded me ample and varied ways of travel. For nearly fifteen years I have made tours annually through Colorado. No state has more beautiful scenery, finer natural roads, or better climate than Colorado. I do not believe Europe in scenery excels Colorado. To go into details one may start from Denver, and proceed northwest to Idaho Springs, or Georgetown, from either of these places up over the Berthoud Pass, one of the most picturesque and one of the most beautiful mountain roads into Middle Park. Through beautiful Middle Park about 25 miles to Hot Sulphur Springs, famous for its hot and cold sulphur waters. Here one strikes the famous Grand River which cuts through in a grand canyon nearly four miles through the mountain and along where one formerly passed over a most beautiful and picturesque road, which now has been taken up by the Northwestern railroad. Leaving Hot Sulphur Springs, one proceeds about 30 miles and then goes over Gore Range. Over the Berthoud and the Gore Ranges

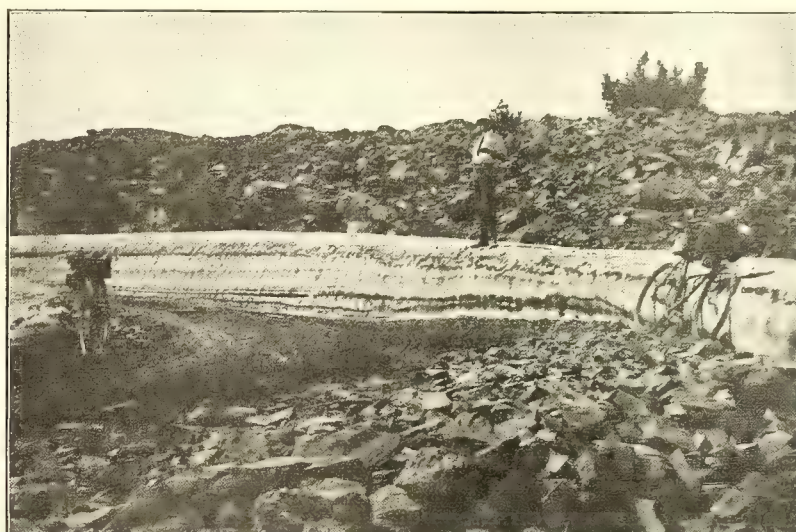
there is a walk of about four miles up, and after that, glorious coasting downward. Leaving Gore Range one passes through beautiful Egeria Park and thence along the picturesque and verdant valley of the Yampa River to Steamboat Spring, 160 miles from Denver. Steamboat is a flourishing little city with numbers of hot and cold springs of great medicinal value, and where it is a delight to linger for several days. Here the famous Northwestern or Moffatt railway has just arrived. From this place one may proceed westward following over most beautiful natural roads through the Yampa Valley to Craig and then pass over the Flat Top Mountains to Meeker and from Meeker to Rifle on the Grand River. Or if you desire, a short-

8,000 feet, a very picturesque park with grassy cattle ranges and surrounded by snow capped mountain ranges. Beautiful roads run through this park on the way north to Denver, following the Platte River with its picturesque scenery. These tours I have varied in many ways and always with increasing delight. The mountain air of Colorado is always dry and crisp and work is a delight. Many ask how I can do such work in these high altitudes. I can do twice as much and with less fatigue than in the low altitudes at home.

My companion and myself found that it was preferable to make 50 or 60 miles in the morning until noon and then rest or fish in the afternoon. Along these roads are



ROAD OVER SYLVAN PASS, 10,000 FEET ABOVE SEA LEVEL



MIDSUMMER SNOWBANK ON ROAD ATOP OF MT. WASHBURN

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er route retraces the steps from Steamboat back through the Yampa Valley and thence to the railroad at Wolcott and from there through the Grand Canyon to charming Glenwood Springs nestling in a picturesque mountain gorge. Here is the largest and most beautiful natural hot swimming pool in the world. This little resort holds out many temptations of pleasure to the traveler.

A longer tour lies westward along the Grand River and through that celebrated and beautiful fruit valley to Grand Junction, or eastward, visiting the celebrated Silver Mines of Aspen. Leaving Aspen one crosses Russell Pass 12,000 feet up, rough on the west side, but beautiful going down on the eastern slope. A stop may be made at Twin Lakes 18 miles south of Leadville. From Twin Lakes is a very easy and level road down the Arkansas Valley to the beautiful little town of Buena Vista. Though in a valley, it is at an altitude of 8,000 feet. From this beautiful place it is easy to cross the Park Range into the celebrated South Park. Colorado has three beautiful parks of wide dimensions, Middle, North and South, with the small parks Egeria and Estes, which are not to be confounded with city parks.

South park is, in dimensions, about 30 miles north and south and from five to ten miles in width, nestling in an altitude of

beautiful trout streams abounding in fish.

The months of July and August are the most delightful, as there is but little rain and the roads are best.

The greatest and most delightful of tours for the cyclist is through the great Yellowstone Park. Many, of course, may think this far away and difficult of access. I have made two tours awheel through this park. The best season for these tours is during the months of July and August, when the climate is at its best. My first trip was when Howard Huselton, Oscar Stuerneister, Arthur Brunner, of Kansas City, and R. M. B. Tidd, of St. Louis, and myself, made a tour through the park. There are now three ways of access to this great park, but then there were practically only two.

We went by Denver and Salt Lake City going north from the latter city by way of the Oregon Short Line. We began our cycle trip from a little station known at that day as Beaver Canyon, Idaho. A stage line at that time ran from this point into the park. The present stage line starts from Monida, a short distance north on the same railroad. Our trip was a distance of 130 miles east through Snake River valley and it was a most picturesque and interesting ride over smooth natural roads and with very easy grades. On several occasions we had to remove our clothing and with machines on our backs we forded the

crossings of the Snake River. We entered the park at Riverside, where the United State Government has a camp. From that point there has since been constructed a fine macadam road along Madison River and into the park. On the day of our trip we crossed the Madison Plateau and our view from the top of that range looking down into the Geyser basin was weird and picturesque. The geysers and hot springs have the appearance of a great factory site. Here we found a large modern hotel, where we stopped for the first night. We concluded to proceed from the lower Geyser basin to the upper Geyser basin at which time much of the road between these points was of deep sand and unridable and the six horse stages pulled through with difficulty. This has been replaced by a fine boulevard, which is, as are the entire roads through the park, a distance of 160 miles, sprinkled the entire way.

We stopped a day at the upper basin where are situated most of the great and picturesque geysers and hot springs. "Old Faithful," the greatest regular spouting geyser, throws a column of hot water 125 feet about every 55 or 60 minutes. At this point has been constructed the Old Faithful Inn, a great pine log hotel with 300 rooms and with all modern conveniences, and from its porches one can view these grand freaks of nature in all their grandeur. Leaving here we crossed the Continental Divide and here we came next to what is known as the Thumb Lunch Station on the shores of Yellowstone Lake. From this point one may take a steamer trip 35 miles across the lake or one may go by way of the road along the shores of the lake to the next station. Lake Hotel is another large and modernly equipped hotel. Some of our party took the steamer at this point across the lake. Near this hotel are the celebrated Wylie camps where the traveler may be furnished with modern equipped tents, with all the conveniences of a home in the forest. We alternated between the hotels and camps, the camps having our preference. From the Lake hotel by a picturesque, easy road along the Yellowstone River and through beautiful Hayden Valley we reached the Canyon Hotel, which is at the head of the Grand Canyon of the Yellowstone at which point we stopped to view the beauties of this spot. The Yellowstone River cuts through the mountain and forms a canyon of 12 miles in extent and about 1,200 feet deep, its walls glowing with all the varied colors of the rainbow. At the head of this canyon are the Falls of Yellowstone, 360 feet in height. To stand at Inspiration Point and gaze at these falls with the Grand Canyon in the perspective, is to think that one has reached the summit of Nature's grandeur. Westward from this point is the Norris Geyser Basin, which has many and varied springs, geysers and hot springs. At that time there was merely a lunch station, but now there is a large modern hotel. Going north, from this point one passes the Gore Mountains, Twin Lakes

and Obsidian Cliffs, a mountain like glass and down through the gorgeous Pass of the Golden Gate to the mammoth hot springs, the north entrance of the park, and from which point the stage coaches run to Gardner, the park railway station on the Northern Pacific railroad. Most of the geysers at this point have ceased their eruptions and



PERCH ON MT. WASHBURN'S SUMMIT

are only hot springs. We retraced our steps back to Norris Geyser Basin to the Fountain Hotel, our point of entrance to the park, and from there back over the same route to Beaver Canyon.



PETRIFIED TREE IN YELLOWSTONE PARK

But there has been opened a new way to Yellowstone Park, grander and more beautiful than any of the previous ways. This is from Cody in the Big Horn Basin, Wyoming, through the Yellowstone Forest Reserve, a distance of 96 miles. H. R. Warren and myself made a most delightful tour to the park, starting at this point on the Burlington railroad. Cody is named for Colonel Cody, its founder, more familiarly

known as "Buffalo Bill." Here he has built a magnificent stone hotel, adorned with many of the things he has collected in the wilderness and abroad. His famous "T. E." ranch is thirty miles southwest of Cody. At Cody the government is just completing the celebrated Shoshone dam, whereby nearly one-half million acres of arid land will be turned into fertile ranches. The road from Cody to the park follows the South Fork of the Shoshone River which cuts a gap in Cedar Mountain.

The road, which is a good mountain road, follows the river by gradual ascent along the valley amid picturesque mountain scenes until 38 miles from Cody, at Wapiti, which is the eastern boundary of the Forest Reserve and at the junction of the Wapiti River and several small creeks abounding in trout. From this point the government has completed and maintains a grand boulevard through to the Lake Hotel in Yellowstone Park. Twenty-six miles from Wapiti is Pahaska Teepee. The road between these places passes through forests of gigantic pines and follows the banks of the Shoshone, which makes it way leaping over mighty rocks and forms trout pools that delight fishermen. Ever and anon great walls and cliffs loom up until one arrives at the restful Pahaska Teepee, ensconced in the gigantic forest.

Here "Buffalo Bill" has built a wonderful log inn, where the wayfarer can be accommodated with anything that vigorous appetite requires. After spending one night there, reveling in its delightful pine air, we departed for the park. From this point is a very gradual ascent for 12 miles to the top of Sylvan Pass. We rode this ascent until within one-half mile of the top, so wonderful is the engineering feat that has been performed by the government. On the top of Sylvan Pass are two beautiful crystal lakes, of icy cold water and filled with trout. As we passed these lakes the latter part of July banks of snow lay along the shores, but it was melting fast and running into the lakes. After leaving Sylvan lake a grand panoramic view dawns on the vision, 20 miles away. Yellowstone lake glistens in the sunlight and countless snow capped mountain peaks are visible in every direction. Our ride down this mountain was a grand slide of exciting and thrilling experience.

On this trip we found that the government had built a new road over Mount Washburn, making it easy to drive or ride over this mountain, 10,000 feet high. From its top is one of the grandest views of mountain scenery in the west. One looks into three states, and rivers, lakes and snow capped peaks greet the eyes from every direction. There was snow yet on their top when we were there. We descended on the north side into the valley of the Yellowstone river and passed through the petrified forests and thence went to Mammoth Hot Springs and then around the circuit of the park and out by Cody.

ARTHUR YOUNG.

PYE SLASHES A WORLD'S RECORD

New Figures for Two Miles Unpaced
Against Time—Lawson Defeats Walker
—Mayer's Great Pursuit Race.

Salt Lake City, June 23.—Ernest A. Pye, the crack Australian who two years ago broke the world's competition record for five miles last night enjoyed the sensation of having his name again inscribed upon the record books of fame. Pye did not merely break the world's unpaced record against time for two miles. He dealt it such a heavy blow that Samuelson, who long held

ing in for second and Wilcox for third money.

One of the interesting events of the evening was the match between Iver Lawson and Gordon Walker, with Teddy Devonovitch setting the pace. Walker won the first heat easily, but in the second heat was caught off his guard just as Devonovitch slowed. Walker tried hard to go around, but was beaten by three-quarters of a length. In the third heat Walker was slow in unwinding and Lawson passed. On the last turn Walker attempted to go around Lawson when the latter switched him, causing the Australian to sit up. Walker was going to protest but thought better of it.

third, J. B. Hume; fourth, Ed Mayer. Time, 4:01½.

Three miles handicap, professional—Won by Hardy K. Downing, San Jose, Cal. (80); second, J. Gordon Walker (Australia (scratch)); third, Herbert Nesbitt, Australia (50); fourth, S. H. Wilcox, Salt Lake City (75). Time, 5:52.

Two miles unpaced against time—By Ernest A. Pye, Australia. Time, 4:03¾ (world's record).

Salt Lake City, June 26.—Before an enormous crowd that filled every seat and jammed the arena below, Ed. Mayer rode a wonderful unlimited pursuit race at the Salt Palace saucer track last night. It was too bad that the officials did not think to take the time at five miles as a new world's record would have resulted. The pursuit was the feature of the evening.

Twenty riders started, at equal distances apart, but after a few laps riding the contest soon narrowed to Mayer, Wright, Diefenbacher and Thomas. Mayer surprised the crowd by overhauling Diefenbacher and still further made the "fans" sit up and take notice when he put out Thomas. It was then a race between Mayer and Wright, and from a betting standpoint it was a 10 to 1 shot that Wright would win. But lots of good calculations sometimes get upset. It looked an uphill, hopeless task for Mayer but he settled down to work like an automatic coffee grinder and after a little while began to creep up on the hitherto invincible Wright. In the last three laps he cut down 300 feet like an express train, passing Wright in a fine sprint, and beating him 50 feet from the last turn. The distance, 5 miles 1 lap 50 yards, and the time 11 minutes 15 seconds. Had the timers thought to take the time at 5 miles a new world's record would have resulted as the record for that distance is 11 minutes flat, which is slower than Mayer made.

What was intended for a feature—the motor paced match between S. H. Wilcox and Ben Munroe—proved a fizzle, but the other good racing made up for the deficiency. Wilcox became tired at two miles and got off his bicycle to see if his saddle was on straight. After a little tinkering he remounted but was never a match for Munroe.

One of the biggest surprises of the evening developed in the five miles scratch for professionals, with \$1 to the leader of each lap. Bardgett and Walker and Lawson and Pye were announced as teams and the crowd settled back to watch the fight between them. Wells, the New Zealand champion, tried to steal a lap, but blew up as did Devonovitch, who also went out for some lap money. The combinations worked like a charm and Walker and Lawson were never better taken care of by pacemakers in their lives. At five laps to go Pye moved up on the outside, with Lawson in tow, while Bardgett carried Walker up, Samuelson holding on to Walker's rear wheel. Two laps from the finish Bardgett turned



THE RIDERS WHO ARE RACING AT SALT LAKE

a firm grasp upon it, staggered and almost fainted when the time was announced. Samuelson's old record of 4:08¾, which has stood since June 21, 1904, was a sadly mangled affair when Pye's sturdy legs got through kicking. The popular little Australian covered the distance in 4:03¾, cutting just an even five seconds from the old mark.

That was not the only record broken during the evening, as the amateurs played a part in record-breaking. The amateur performance will not be inscribed upon the books, however. Twenty-two riders actually completed a full mile without a single rider falling. Exclusive of Pye's brilliant performance this was the most wonderful happening of the evening.

"Cy" Herman tore one loose in the mile amateur handicap and beat Jack Hume by two feet, with McCormack third. Phil Wright came near being nosed out at the finish by McCormack. Hume got third and Mayer fourth.

In the three-quarters mile scratch for professionals Crebs and Nesbitt were announced as a team and the former turned the Australian loose at two laps to go. Samuelson had a good sprint left, however, and went around Nesbitt, Downing com-

With what appeared to be a six man combination among the long markers the low boys had some difficulty in bunching the field in the handicap. Two laps from the finish Samuelson jumped and seemed in a fair way to win the money when Walker came up with a terrific sprint and passed. Hardy Downing also moved up and challenged Walker and the pair had one of the finest battles seen at the Salt Palace saucer this season, the judges deciding in Downing's favor. The summaries:

Professional match—First heat (½ mile) won by J. Gordon Walker, Australia; second, Iver Lawson, Salt Lake City. Time, 0:58¾. Second heat (¾ mile) won by Lawson. Time, 1:31¾. Third heat (1 mile) and match, won by Lawson. Time, 1:58.

One mile handicap, amateur—Won by Cy Herman (50); second, J. B. Hume (40); third, Hal McCormack (45); fourth, Phil Wright (scratch). Time, 1:56¾.

Three quarters mile scratch, professional—Won by W. E. Samuelson, Salt Lake City; second, Hardy K. Downing, San Jose, Cal.; third, S. H. Wilcox, Salt Lake City; fourth, Herbert Nesbitt, Australia. Time, 1:23¾.

Two miles scratch, amateur—Won by Phil Wright; second, Hal McCormack;

Walker loose with a beautiful sprint, but it was a little too fast for Walker, for Samuelson from his rear position rushed out. Lawson also passed Walker and for a time it looked like a race between Samuelson and Lawson. Coming into the stretch the two Salt Lake riders were fighting neck and neck, when Hehir sprang a stunt never before seen in Salt Lake City. Right near the finish Hehir dropped straight down from the middle of the track to the cement and shot ahead of Lawson in one of the most reckless finishes ever seen. According to the rules he should have been disqualified, but the referee overlooked the transgression.

In the three-quarter mile professional handicap the triple-plate combination of Hopper, Burris and Senhouse got the money. Schnell managed to squeeze in for second money, while Walker, from scratch, finished fourth.

Brodbeck won the unknown distance amateur, which lasted $1\frac{1}{2}$ miles. McCormack was second and Wright third. The summaries:

Ten miles motor paced, professional—Won by Ben Munroe, Memphis, Tenn.; second, S. H. Wilcox, Salt Lake City. Time, 14:47 $\frac{3}{4}$.

Three-fourths mile handicap, professional—Won by Norman C. Hopper, Minneapolis (55); second, Frank Schnell, Salt Lake City (65); third, Steve Senhouse, Australia (60); fourth, Gordon Walker, Australia (scratch). Time, 1:24 $\frac{1}{2}$.

Unlimited pursuit, amateur—Won by Ed. Mayer; second, Phil Wright; third, L. Thomas; fourth, Rodney Diefenbacher. Distance, 5 miles 1 lap 50 yards. Time, 11:15.

Five miles scratch, professional—Won by W. E. Samuelson, Salt Lake City; second, Patrick Hehir, Australia; third, Iver Lawson, Salt Lake City; fourth, Gordon Walker, Australia; fifth, W. Palmer, Australia. Time, 10:07.

Unknown distance, amateur—Won by A. Brodbeck; second, Hal McCormack; third, Phil Wright. Distance, $1\frac{1}{2}$ miles. Time, 3:57.

Highland Wheelmen Re-elect Officers.

The Highland Wheelmen, of Baltimore, Md., have re-elected the following officers: Louis Lenning, president; William Ensoff, vice-president; William Gabriel, treasurer; Curt Lindener, financial secretary; M. A. Bosman, recording secretary; J. Owen, captain; Herman Kamman, first lieutenant; Joe Roth, second lieutenant; John Roth, color bearer, and Charles Dillon, sergeant-at-arms. Louis Lenning was re-elected to have charge of the racing.

Savannah Motorcyclists Organize.

The Savannah (Ga.) Motorcycle Club has been organized with the following officers: Dawson Wylly, president; Hammond Eve, vice-president; Walter A. Smith, secretary, and George Lowden, treasurer. It is the intention of the club to become affiliated with the F. A. M.

MORAN WINS DESPITE TROUBLE

Changes Mount in Middle of Race and Beats Anderson and Hill—Connolly Captures Three Amateur Events.

Norman M. Anderson's winning streak was broken on Saturday night last, 28th ult., when he met defeat by James F. Moran at the Revere Beach (Mass.) saucer. The chief event was a motor paced race between Anderson, Moran, Hill and Dennis Connolly, run in several heats, and a large crowd enjoyed the racing.

In the first trial heat of the paced race Fred Hill and Dennis Connolly came together. A flying start prevailed, the men getting away from opposite sides of the track. Hill won easily in 8:10 $\frac{1}{2}$. In the second heat Moran met Anderson and won rather easily, the Dane being five laps to the bad at the second gun. Moran's time was 7:55. The losers of the trial heats were supposed to ride a semi-final heat, but Connolly realized that Anderson probably would defeat him, so he forfeited.

The final heat was at 15 miles and Hill tried to beat Moran in the getaway. The Chelsea had plenty of speed, however, and at two miles had gained a lap on Anderson and a half lap on Hill. After five miles Moran left Anderson and Hill behind battling for second place. In the eighth mile Moran was temporarily put out of the running by a punctured tire and the mishap cost him the lead for a little while. Moran got on another bicycle and by some hard riding regained his lost distance and won out easily. Hill seemed to have second money in sight when his motor became balky and he had to finish the race unpaced.

One of the preliminary scraps was a 10 miles paced race between Tom Connolly and A. Hayes, two fast amateurs. Connolly won easily and also accounted for the 10 miles scratch race, in which 13 riders started. The summaries:

Ten miles scratch, amateur—Won by Tom Connolly; second, Cornelius Connolly; third, Tom Panacy; fourth, J. Stillman. Time, 25:29 $\frac{1}{2}$.

Ten miles motor paced match, amateur—Won by Tom Connolly; second, A. Hayes. Time, 18:29 $\frac{1}{2}$.

Fifteen miles, motor paced, professional—First heat (5 miles) won by Fred Hill, Boston; second, Dennis Connolly, Boston. Time, 8:10 $\frac{1}{2}$. Second heat (5 miles) won by James F. Moran, Chelsea; second, N. M. Anderson, Denmark. Time, 7:55. Semi-final heat won by Anderson, Connolly defaulting. Final heat won by Moran; second, Anderson; third, Hill. Time, 24:59 $\frac{1}{2}$.

Macfarland Falls and Breaks an Arm.

If it would afford him any consolation Floyd A. Macfarland is entitled to a medal for hard luck. Just as he was getting into prime condition Macfarland suffered a mis-

fortune which may keep him out of competition for the greater part of the season. On Tuesday, 29th ult., Macfarland fell at the Newark Velodrome and broke his arm in two places.

The accident occurred while Macfarland was training behind Jimmy Hunter's motorcycle in preparation for a race he was to have ridden on Wednesday night. The motorcycle was carrying Macfarland along at a pretty fast clip when the rear tire punctured on the upper turn. The machine veered toward the top of the track and slammed against the railing. Macfarland followed and was sent sprawling backward. When he fell his left arm was doubled under him. There were a number of riders at the track at the time, among them being Frank L. Kramer, who had his automobile with him. Kramer immediately drove to the residence of Dr. P. B. Davenport and brought back the physician with him. After having his injuries dressed Macfarland was taken home. One of the fractures is near the wrist and the other near the elbow. This unfortunate accident will put Macfarland upon the shelf for at least two months, and as after he is able to resume riding it will be some time before he can get into shape, his season practically is ruined.

Parley Giles Dies of Heart Trouble.

According to telegraphic dispatches from Salt Lake City, Parley Giles, the professional bicycle rider, died in that city on Tuesday of this week. Heart trouble is ascribed as the cause. Giles, who began riding several years ago as an amateur, was 22 years of age. Last season he was one of Salt Lake's fastest amateurs and was considered one of the greatest unpaced riders in the world. Last season he broke five world's unpaced records against time, from one to five miles, inclusive; these records still remain. Giles came East in company with Alfred Halstead late in the summer, and after riding here for a time he returned to Salt Lake City. He was turned professional at the annual meeting of the National Cycling Association, held in March, and this season was his first appearance in professional competition.

Date for Camden-Atlantic City Run.

National Cycling Association sanction has been granted for the fifth annual Camden-Atlantic City record run, which this year will be conducted under the joint labor of W. R. Stroud and George W. Robb, two well-known Philadelphia workers. Extensive preparations are under way to make the event more important than any of its predecessors. Starting with 26 entries in 1905, the list has increased annually, 63 riders starting last year. Because of the increased interest in cycling that has been manifested in Philadelphia it is expected that fully 100 riders will take part in the forthcoming race, which will be held Sunday, July 11th. The prize list has not been announced, but will be attractive.

DOINGS OF AMERICANS ABROAD

Butler, "Major" Taylor and Walthour Gain
Noteworthy Victories—De Mara Suf-
fers a Bad Fall.

Although he rode well at the meeting held at the Buffalo Velodrome, Paris, June 17th, Nat Butler was defeated in the paced race against Darragon, Walthour and Stol. The race was entirely too short for Butler, the heats being at 15 kilometers, as it requires 10 kilometers for the crack American to get moving. The first heat was between Walthour, Butler and Stol, Walthour defeating Butler by less than 50 yards, with Stol trailing $1\frac{3}{4}$ laps. In the second heat Walthour met his master in Darragon, the latter winning by 200 yards. Stol again finished third. In the third heat Butler was defeated by Darragon by a margin of 60 yards, Stol finishing two laps behind. The last heat contained misfortune for Butler, a puncture laying him low when victory seemed assured. Darragon led Walthour home by $1\frac{1}{2}$ laps.

"Major" Taylor distinguished himself at the same meeting by winning the international scratch race. The negro's victory was much of a surprise in view of the fact that the race was for 10 miles, and Taylor does not particularly care for long races. There were 23 riders and Taylor defeated Quessard by three-quarters of a length. Seigneur was third, Danjou fourth and Walter De Mara fifth. The time was 24:46 $\frac{2}{3}$.

Despite the fact that he was defeated on Thursday in the short race Butler won a brilliant victory on Sunday, 20th ult., at the Parc des Princes track, Paris. The distance was 80 kilometers and besides Butler, the contenders were Darragon, Dickentman, Ellena, Stol and Walthour.

As Walthour does not like Butler any too well for the only reason that Butler is riding much faster than himself the duel between them mightily tickled the Parisians. Several times Walthour tried to pass his compatriot, but Butler held him at bay. Butler led at 30 kilometers, Dickentman having succeeded in passing Walthour. The same position maintained at 40 kilometers, the half way point of the race.

Butler then called to his pacemaker to go faster and he rapidly drew away from the others, succeeding in putting a lap on the Hollander in pretty fashion. Darragon in the meantime had come back strong and he and Butler had a battle royal for several miles in which the American finally proved the Frenchman's master. Walthour was fast getting tired and was glad when Lawson's motor caught fire. In the excitement that followed both Stol and Ellena lost their pace and Butler and Dickentman nearly came together on the turn. Butler completed the 80 kilometers in 1 hour 1 minute 20 $\frac{2}{3}$ seconds, with Dickentman $1\frac{1}{2}$ laps, Ellena and Stol 9 laps, and Darragon

10 laps behind. Walthour was last. Butler's victory was so popular that he was forced to ride a "tour d'honneur."

George Wiley scored his first foreign victory at Antwerp on June 20th. The meet was held at the Zurembourg track and in the hour Wiley covered 74 kilometers 15 meters. Linart was second by 90 yards, Tubbax third and Dussot fourth.

Previously, on June 6th, Butler, at Dusseldorf, had handily won the Grand Prix d'Estes, showing recovery from a bad fall in the Grand Prix du Jubilee run in Cologne



NAT BUTLER WEARING HIS RIBBONS

on May 23d, and which was won by Verbist, with Guignard second. On June 13, Butler went to Holland and at Schevenique track walloped Stol and Van Gent in straight heats.

On May 30, at the Buffalo Velodrome, Paris, Walthour defeated Parent and Darragon in an hour race and on June 10th, on the same track, he "repeated," trouncing Ellena and Parent in a 50 kilometers paced race.

Of the other Americans abroad "Major" Taylor, since beating Outotschkine, the Russian, and Devecis and Jacquelin at Montanban, France, May 23, and at Toulouse on May 30, has been unable to get in front. He was beaten in Paris on June 6 by Friol and Poulain and again on the 13th in the Grand Prix de Neuilly, when he and Walter De Mara won their semi-finals but were lost in the final shuffle. Taylor was beaten by Poulain also on June 20 in a match at Tours. De Mara had a terrible fall in Paris on May 31st, and was carried to a hospital but injuries proved slight. He had beaten Darragon in his heat and was leading in the final when he fell.

DUER IN A RECORD BREAKING RIDE

Former Buffalonian Proves Himself Wonderful Behind Pace at Los Angeles—
New Slate for Ten Miles.

Los Angeles, Cal., June 28.—After standing untouched for more than five years, all the American professional motor paced records from one to ten miles, inclusive, yesterday were wiped from the slate. Strange to relate, the upheaval of the record slate was caused by Ray Duer, a former Buffalo crack, but who lately generally has been regarded as a second-rater. That Duer is not a second-rate rider, but the fastest in America, his wonderful performance of yesterday undeniably denotes. Duer broke the 10 miles record by 22 $\frac{2}{3}$ seconds, and in one of the trials he covered a mile in 1:00 $\frac{1}{4}$.

Duer's record breaking ride was accomplished on the $3\frac{1}{2}$ laps Coliseum saucer and he was paced by Edward Lingenfelder, on a 20 horsepower twin cylinder Anzani pacing machine. Duer rode a regular pace-following bicycle geared to 147. After the timers were ready Referee Charles Fuller Gates gave the word to Starter Fred Brunner and Lingenfelder and Duer came down the stretch for a perfect start.

The first mile was reeled off in 1:05, breaking the record made by Walthour at the Charles River Park track on May 31, 1904, by $1\frac{1}{3}$ seconds. In the second mile Duer told Lingenfelder to sit low and the instant he did so the big pacing machine leaped ahead and shook Duer off the roller.

In the second trial the first mile was covered in 1:05, the second in 2:18, the third in 3:23, and the fourth in 4:23 $\frac{1}{4}$, the time for this mile being 1:00 $\frac{1}{4}$, the fastest mile ever ridden behind motorcycle pace in America. It was too fast for Duer and again he was shaken.

Ray Duer is a persistent young man, however, and he announced his determination to make a third trial. This went through without a hitch, and exclusive of the first mile, which was covered in 1:05 $\frac{2}{3}$, every record from 2 to 10 miles, inclusive, was broken. The time of 1:05 made in the other trials will stand as the record for the mile. In the 9th mile Duer was 36 $\frac{1}{2}$ seconds ahead of Walthour's old record, but he slowed in the last mile, so that he broke the 10 miles record by 22 $\frac{2}{3}$ seconds.

Duer's time by miles, showing how much he broke the record by, is given in the following table:

Miles.	Duer.	Old Record	Beat by
1	1:05	1:06 $\frac{1}{3}$	:01 $\frac{1}{3}$
2	2:09 $\frac{4}{5}$	2:20 $\frac{2}{3}$	:10 $\frac{2}{3}$
3	3:14 $\frac{2}{3}$	3:30 $\frac{2}{3}$	:15 $\frac{2}{3}$
4	4:18 $\frac{2}{3}$	4:41 $\frac{1}{3}$	:22 $\frac{2}{3}$
5	5:23 $\frac{1}{3}$	5:51	:27 $\frac{2}{3}$
6	6:28 $\frac{1}{3}$	7:00 $\frac{1}{3}$	:32
7	7:33 $\frac{1}{3}$	8:07 $\frac{2}{3}$	:34
8	8:38 $\frac{1}{3}$	9:14 $\frac{1}{3}$	:36
9	9:45 $\frac{4}{5}$	10:22	:36 $\frac{1}{3}$
10	11:06 $\frac{2}{3}$	11:29 $\frac{1}{3}$	:22 $\frac{2}{3}$

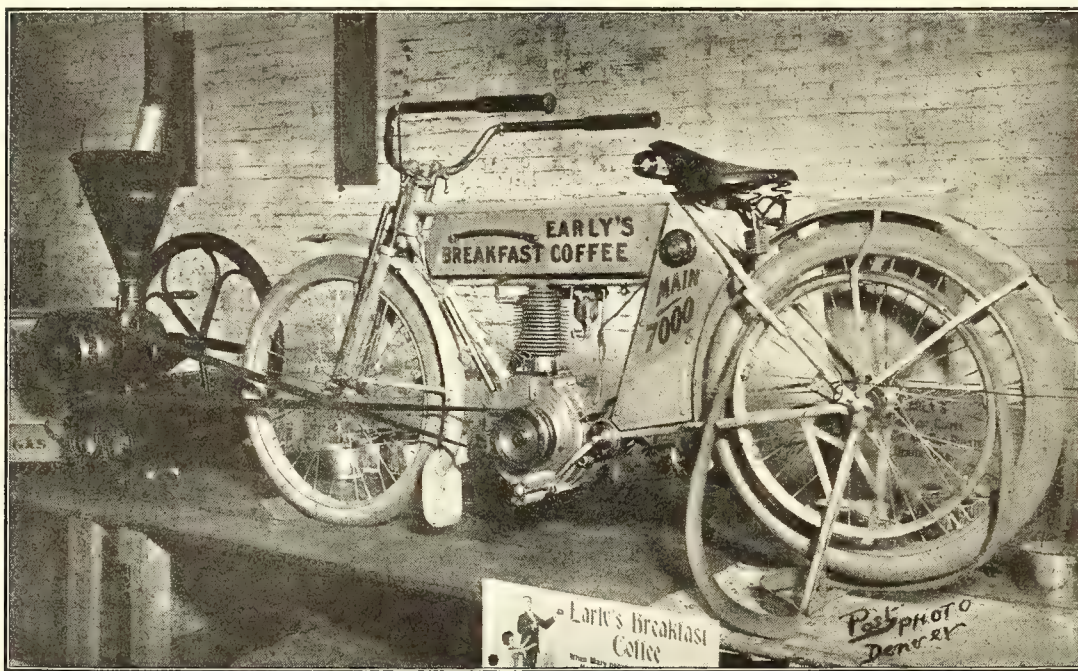
UTILIZED IN A NOVEL GRIND

How Motorcycles Saved the Situation for Denver Coffee Drinkers—Gave Latter no Grounds for Complaint.

While it is easy enough to conceive of new and novel applications of the motorcycle as a means of transportation, whether in the interests of pleasure or business, real genius is displayed when a man finds means of adapting his mount to some purpose entirely apart from that for which it was meant. It is equally interesting to learn of such expedients, and of their successful outcome. An apt example is the instance

or other cooling device to keep down the cylinder temperature. Despite its unusual operating conditions, it never once faltered or showed signs of serious overheating, and carried its load without difficulty.

It was not long before another concern in the same business, the Spray Coffee Co., learned of the Early people's easy way out of the difficulty. Having an Excelsior of their own, which, like the other, ordinarily was used for delivery purposes, they promptly made use of it in a similar way, and that machine also, met the emergency need with such satisfactory results that it rose several points in the owners' estimation above the position it had previously occupied. Safe to say, neither of the two houses has the least cause to fear another



SHOWING HOW A MOTORCYCLE MAY BE MADE TO DRIVE A COFFEE MILL

of how the business of the Early Coffee Co., in Denver, was enabled to go on despite a curtailment of the regular supply of electric current, and all because one man had the enterprise to find a new use for the motorcycle in this connection, although one to which it readily may be adapted.

Owing to a boiler explosion in the power plant of the Denver Gas & Electric Co., recently, that city was left for some time without either electric light or power. The Early Coffee Co., ordinarily employs an electric motor for running the coffee mill, which, of course, was put out of business as a result of the accident. The company had on hand a large order for ground coffee, which must be delivered immediately or lost, however, and while discussing means of filling it some one suggested the use of an Excelsior motor bicycle, which ordinarily is used in making deliveries. It was accordingly set up, as shown in the illustration, the driving wheel being properly supported in the stand, and a special driving belt brought forward from the engine pulley to the pulley of the mill. In this way, the motor was run steadily for four hours at one time without making a single stop and without the use of any sort of fan

shutdown at the local "juice factory," while both have become the strongest kind of advocates of the motorcycle as an aid to modern and progressive business methods and execution.

Motorcyclist Killed at Grade Crossing.

While returning from Atlantic City on his motorcycle on Sunday last, 27th ult., Frederick Seitler, 20 years old, and a prominent athlete of Vineland, N. J., while running at high speed, met a tragic death. He crashed headfirst into an express train at a railroad crossing near Mays Landing, N. J., and was instantly killed. Although his body was horribly mangled, his machine was only slight damaged.

Cyclists Organize in Grand Rapids.

A cycle club for riders under 18 years of age has been organized in Grand Rapids, Mich. The organization will be styled the Grand Rapids Wheelmen. Arthur McEwen has been chosen president and Joe Gregg secretary and treasurer. Among the first enterprises to be undertaken by the club will be a road race for the members on July 5, from North Park to Plainfield and return.

RIDERS TO "OBSERVE" RIVALS

Chicago Club's Three Days Run Has Unique Rules—To Travel in Trios, with Spare Parts Sealed.

In the Chicago Motorcycle Club's reliability run, July 9, 10 and 11, an ambitious attempt will be made to emulate the scheme of "observers" employed in automobile events of similar character. As motor bicycles do not readily lend themselves to the carrying of an extra passenger for "observing" purposes, the Chicagoans will make an effort to have each contender observe the doings of the other.

To this end the competitors will be divided into riding teams of three men—one man from three contesting teams—and these riding teams will be changed each day. In case any member of a team is compelled to stop, the other two members also must stop, pull out their watches and note the time and character of the work performed. Their cards must be signed by the contestant who did the work, thereby acknowledging the charge against him. If the delay is for more than 10 minutes, they shall from that time run 10 minutes behind their schedule. In the event of any contestant being delayed more than one-half hour the other two contestants shall proceed without him. He may continue and be penalized 250 points for "falling out of place," this provided he finishes within the required time, which suggests terrific scorching in view of the fact that the scheduled speed is 20 miles per hour, which is the legal limit in the open country. It therefore can be seen that if one riding team becomes disorganized the men cannot sign each other's cards, so that the rule holds many peculiar possibilities.

"Automobile ideas" are written all over the rules, which in themselves are very complex. The machines must be stock roadsters equipped as per catalog specifications, and tool kits, battery boxes, spark plugs, timers and other parts will be sealed 48 hours before the starting of the "race," as this rule inadvertently terms the contest. Breaking of a seal will entail a loss of 50 points, and for work upon a machine one point will be charged for each minute up to 30 minutes; after that time the rate will be two points per minute. For making replacements two points per minute will be charged, while "failure to keep up to the schedule with the balance of the team" will entail a loss of 250 points. It is required that mufflers be kept closed at all times. Opening them may entail disqualification.

Although the contest is open to amateurs as classified by F. A. M. rules, private owners apparently are not desired, entries being restricted to teams of three men entered by manufacturers or dealers. The entry fee is \$40 per team, \$10 of which is to be set aside as a prize fund.

WANTS TO SHOOT MOTORCYCLISTS

**Hoosier Editor Lets Loose Vials of Wrath
Tinctured with Humor—He Suggests
an "Open Season" for Shooting.**

Peevish and ill-natured things have been said about motorcycles and their riders at various times and places, but all records for torrid language and rip-roaring excoiation, combined with whimsical exaggeration, must be credited to the editor of the Rushville (Ind.) Republican, who, suffering an acute rush of gas to the head, in big headlines proposes "An Open Season to Shoot Motor Cyclists." The ordinary rider will be astonished to learn how he sometimes appears to some of the non-riders, but the Rushville view is so rich in humor and original expression as to quell whatever anger might rise in the motorcyclist's breast at the same sentiments otherwise expressed. The scorching blast is let loose as follows:

"Many a man's heart would jump up against his Adam's apple in wild delight if it came to pass that it would be legal to shoot, kill, cripple or otherwise injure motorcyclists. They make an otherwise tolerant world a place of unending torture for many people. And if the sentiment keeps growing against them it is not at all unlikely that the game warden will be called upon to frame a law and Governor Marshall asked to call one of those Hanley sessions extraordinary, that a law, with an emergency clause be enacted, and a time fixed for an open season of shooting at them.

"They come upon one like a bat out of hell, and whiz by, unnerving the ordinary man for the remainder of the day. They dodge in and out of crowds and dart between two men whenever they find them holding a conversation in the street, and are out of sight before you can get their number, or even discern whether they are human beings or gliding meteors that have just struck the earth. The peculiar species of motorcyclists found in America seem to have a passion for riding in the down-town crowded streets. You hardly ever see one out in an open field or in a country lane running his blame machine where he ought to be compelled to stay. They play tag with street cars and big autos and see how high they can string the nerves of motormen and chauffeurs. If an open season is declared it is doubtful if one who is not a crack shot, could hit one of them with a shot gun. About the best thing found to hit them with is a street car. Another good plan adopted by an ingenious chap is to go around the city and remove all the red lanterns near trenches. In this manner you can catch a good many in one night. The only impractical and unfortunate thing about this plan is that you often bag other game such as horses and buggies and motor cars.

"It is impossible to get a line on how fast they run. They are gone before you can think of such a thing. Some of them are getting the women to back them up, and often a woman can be found right at their back. All of them dress in soldier uniform, wearing a khaki dress, and in case you uncycle them, they are probably ready to do battle on foot. They never go anywhere in particular. If they did one could partially excuse them. But they snort around, throwing a burnt gasoline odor in your face and causing your ear drums to beat a merry tattoo, from that gatling gun effect they use which sounds like the crack of doom. The mere fact that they are not

it out early in the morning. Then they are up with the sun to spend the remainder of the day tearing around.

"When they start it sounds like the Fourth of July in Boston. As a result, it awakens everybody, dogs start barking, soot falls down the chimneys, the foundations rock and the graves are almost ready to give up their dead. It causes many people then to be in an ill humor the remainder of the day.

"By all means let us have an open season for shooting at them before our very nation is rent asunder. We can get decoys from clothing stores and stand them about like a group of men talking in the street; in this wise we may get a few good shots in a day and may be able to bag a few of them. But it will be found that they are as hard to exterminate as the English sparrow."

Wisconsin Doubles Motorcycle Tax.

In accordance with the provisions of the Owen-Chinnock bill, which has been signed by Governor Davidson, the burden of motorcycles in Wisconsin have been made subject to the automobile law. The measure requires that all owners in Wisconsin shall re-register before October 1, 1909, and after July 1 licenses will cost \$2 instead of \$1, as heretofore. Present riders who have paid the \$1 license fee are required to contribute an additional dollar to the State treasury for the privilege of riding their motorcycles. The governor vetoed the Page bill, which increased the speed limits to 18 miles an hour in the city and 25 miles in the country.

Denver "Goes Gunning" for Scorchers.

As the result of a child being run down by a motorcycle recently the police board of Denver, Colo., has "gone gunning" for scorchers and open muffler fiends. They have issued stringent orders that all mufflers be kept closed while machines are in operation, and that the speed laws be strictly observed; revocation of the operator's license will follow conviction for either offense. The board is preparing also a rather remarkable order requiring that each operator shall wear on his coat sleeve a leather band bearing his license number and that he shall file with the secretary of the board his photograph and a description of himself.

University Course in Cycle Mechanics.

The beautiful Birmingham University, in the English city of that name, which is to be formally opened by the King and Queen on July 7th, will be the first institution of learning in Great Britain which will include in its curriculum practical instruction in bicycle and motor mechanics. A novel triumphal arch will be erected at some prominent point on the route of the royal procession by the members of the trade. The arch will be built up of rims and various other components of cycle and motor construction for which Birmingham factories long have been famous.



going any place is reason enough for stopping them. They circle about like a hawk or buzzard, the carrion being where the most people are collected. If you ever saw one delivering a package anywhere, you would have a little sympathy for them. But no, they could not round the corners with that 45 degree angle they employ, if they had packages aboard. The only redeeming feature about them is that they certainly must give the rider's liver a good shaking up: both the rider's liver and the pedestrians they strike.

"The situation is critical. Here we have our horses broken not to scare at inter-urban cars and automobiles when this new pest and plague is visited upon us. Farmers' horses not only scare but there have been cases noted where the farmers themselves became frightened, jumped out of their rigs and ran like mad across fields and through woods. A five weeks old lamb has been known to drop dead on seeing one of them tear along the road. In the neighborhoods where the owners of motorcycles live, will be found strife and friction. It seems that every owner of one of the demoniac, dare-devil devices insists on getting

CYCLING STATESMAN HOME AGAIN

Assistant Secretary Adee Enthusiastic Over His Holiday in France—He Declares His Tours are Life Prolongers.

When an elderly man with spreading pink whiskers and thick lensed spectacles is seen on some remote European road riding a bicycle in the warm sunshine, if he looks somewhat American and carries a small trunk on his machine, it is more than likely that he is none other than Alvey A. Adee, who is said to know more about the relations of the United States with foreign countries than any other man in the world. In addition to being a cyclist, Adee has the distinction of being the second assistant secretary of state at Washington, a position he has held for years, while the titular heads of the department change with each administration and sometimes oftener. The first assistant secretary is changed about as often, but Adee is permanent, since he knows more about the state department than his chiefs can ever hope to absorb during their comparatively brief stay in office.

Every summer for the past twelve years, Adee has taken a European cycling trip of about two months. He avoids the big cities, making his route through the smaller towns, often leaving the beaten paths entirely to tour a remote country district

which he feels is worth investigating. He speaks all the principal European languages, most of them with a perfect accent, and in his rambles he takes occasion to sound the natives as to what they think of their government, of the United States, of the army, of the other European countries and of things in general. With his knowledge of statecraft, his cycling expeditions result in his having a quite accurate gauge on popular sentiment in foreign countries.

"Never have I enjoyed anything so much as the cycle tour which I have been having the past two months," said Adee, as he stepped off the steamer a few days ago. "I left the United States on April 15, taking my holiday in France this time. I cycled for 56 days, carrying all the clothes I needed. It was the greatest sort of sport. If Secretary Hay had followed my practice of summer cycling tours, he would be alive today. During my trip I covered about 1,700 miles, and I am now prepared to return to the hot weather terrors of Washington without fear."

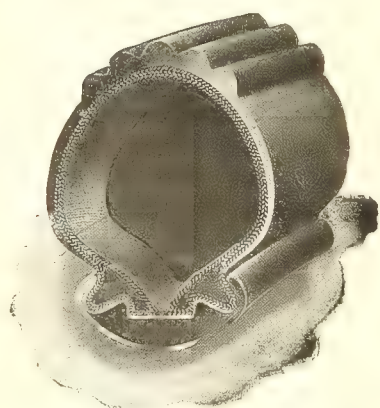
Brooklyn Club Makes Good Resolution.

The Morris Park Cycle Club, at its annual meeting in Brooklyn last week, decided to revive bicycle riding among its members. The following officers were elected: President, Vincent B. Smith; vice-president, Arthur Dawson; treasurer, George W. Stokes; secretary, Ralph Westervelt; captain, Martin McMahon.

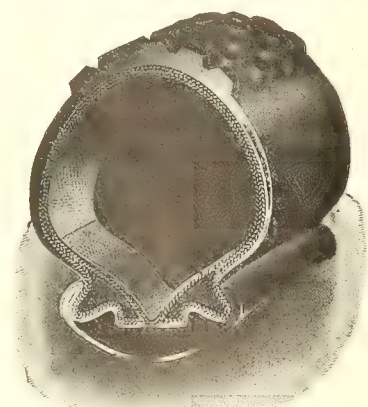
"RILEY" COMPLETES FIRST LEG

Globe-Girdling Motorcyclist from Spokane Arrives in New York—3,000 Miles Covered and His Troubles Few.

T. E. "Riley," as this globe-trotting motorcyclist calls himself while en tour, arrived in New York City Tuesday last, and will leave this morning (Saturday) on the White Star liner Celtic for Europe, where he will begin the second stage of his journey. Since leaving Spokane on May 9th, "Riley," whose real name is Linden, says he has covered 3,000 miles with no trouble except three punctures and one blow-out, although he lost 22 days through bad weather. After he reaches Europe "Riley" will tour through England, Scotland, Ireland and Wales, after which he will cross to the continent and cover Europe pretty thoroughly. Then he will go to the Orient and from there to Australia, returning to America by way of Honolulu. Before leaving Spokane "Riley" was made an honorary member of the Spokane Motorcycle Club and while in New York City he joined the Federation of American Motorcyclists. The long trip is not a record-breaking or money-making stunt, but merely a vacation "outing" of considerable magnitude. "Riley" is riding an Excelsior motorcycle.



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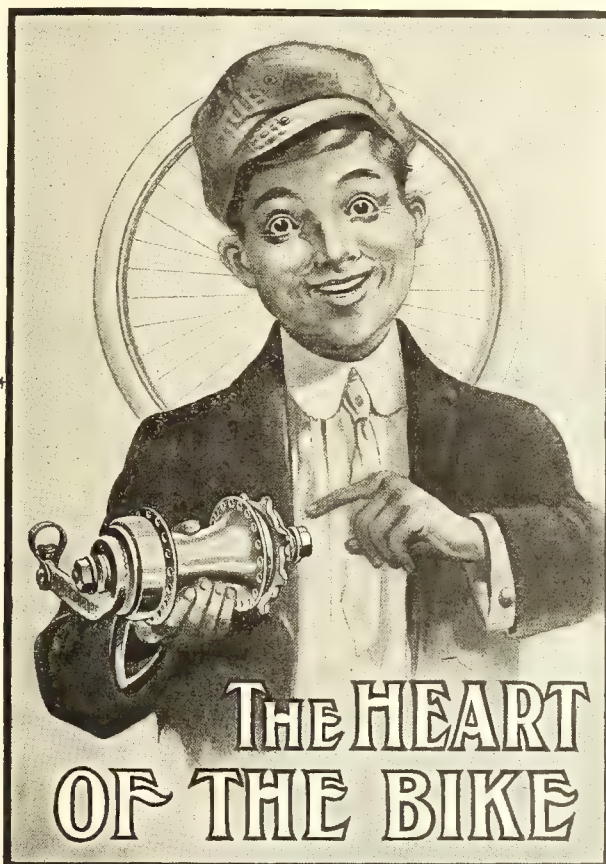
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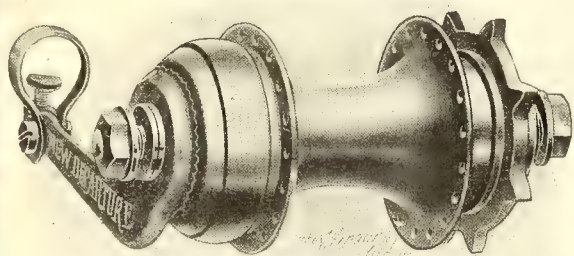
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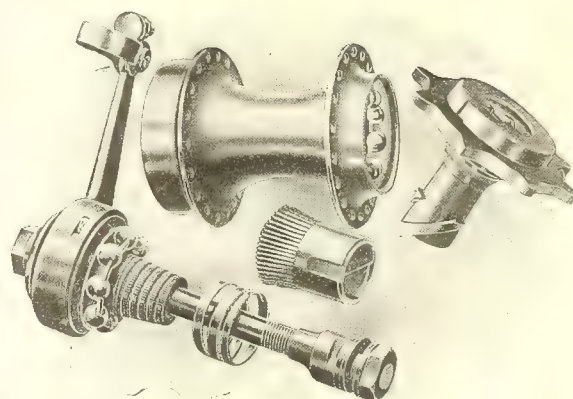
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SHORT BITS FROM EVERYWHERE.

For a motorcyclist to break a leg at no time is a pleasant experience, but when it is a wooden leg that is broken the gravity of the accident might appear to be considerably less. Such, however, was not the case in the mishap that occurred to Dr. W. L. Magood, a dentist of Ely, Nev., who, while riding across the desert between Ely and Osceola was thrown from his machine. In the tumble his wooden leg was smashed. He was unable to remount, and after crawling for four miles in the scorching sun he collapsed by the roadside. He had been without food or water for over 20 hours when he was found, and was taken to town in serious condition.

Almost literally "bringing down the house" with his motorcycle, Horace Turner, of Baltimore, Md., is in bed with injuries that will keep him there for some time in consequence, the victim of a very unusual repair accident. To test his machine, Turner suspended it from the ceiling and started the engine. The resulting vibration caused the supporting fastenings to give way, the machine falling and striking him in the abdomen.

Stealing a motorcycle out West involves serious consequences, as Peter Brozat learned when he received a sentence to the penitentiary for an indefinite period, which means not less than one year nor more than ten. Peter was sentenced by Judge

Bronough in the Circuit Court at Portland, Ore., having been caught in Sacramento, Cal., with a machine which he had taken from J. W. Essig, of Lents, Ore.

Constituting the third organization of its kind in the Queen City, the Buckeye Motorcycle Club has been formed in Cincinnati, Ohio. The officers elected are as follows: W. K. Henning, president; John E. Fox, vice-president and mechanic; Otto Diamond, secretary; Jacob I. Sachs, treasurer; A. H. Woods, captain; R. W. Lucas, first lieutenant; W. D. Weaver, second lieutenant. For the present the club's headquarters will be at 1003 Race street.

About 150 men desirous of assisting in enforcement of the laws of California and the ordinances of the city of Los Angeles, underwent mental and physical examination for appointment to the police force. The physical examination included tests of each applicant's ability to get about quickly on his job. One of the stunts each was called upon to perform was to ride a bicycle a distance of about 300 feet.

What happens when a motorcyclist hits a cow at a mile a minute gait was recently illustrated in convincing style when Ray Johnson tried the experiment in Overland Park, at Denver, Colo. The cow was killed, the motorcycle was smashed, and Johnson is recovering from abdominal injuries, scalp wounds and bruises sustained as a result of his flight over the animal's head.

Bad as it may be for a cyclist to ride on the sidewalk in Rochester, N. Y., it is twice as bad for a motorcyclist to do so, according to the scale of fines which Judge Chadsey imposed on five riders whom the police brought before him. The motorcyclist was fined \$2, while the four who had ridden their bicycles on the walk at the same point escaped with \$1 fines.

Before long Hartford, Conn., probably will have a motorcycle special delivery letter service. Postmaster F. A. Hagarty has been discussing the scheme with officials of the postoffice department and has been authorized to try the method and ascertain if motorcycle delivery service will be as satisfactory as the present bicycle system.

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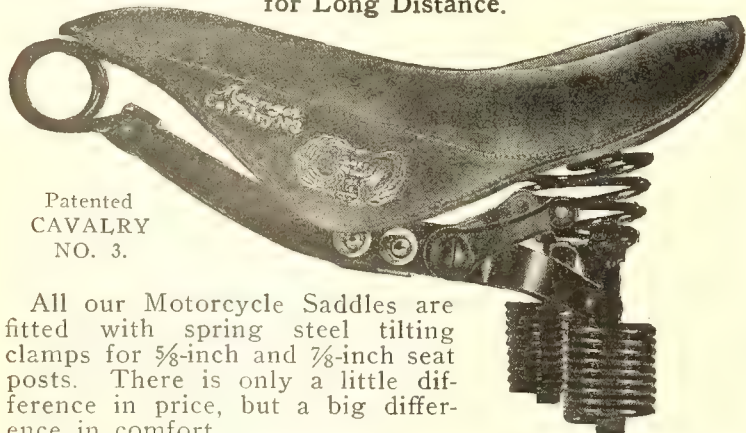


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AT CINCINNATI, June 23—Won three firsts and one second.

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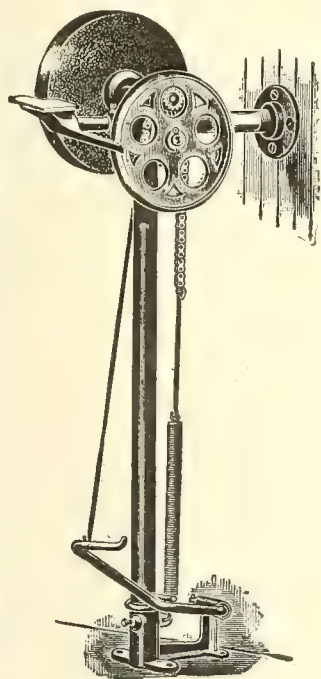
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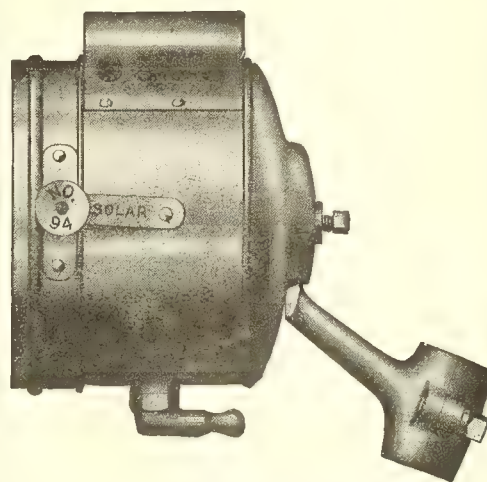
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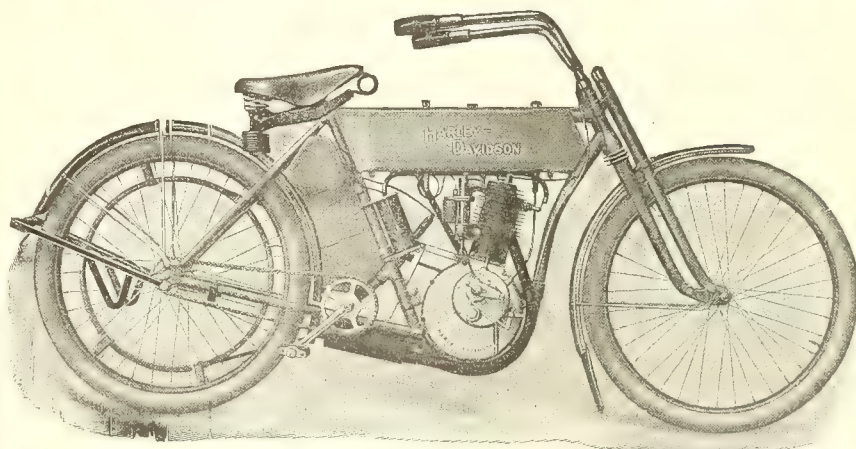
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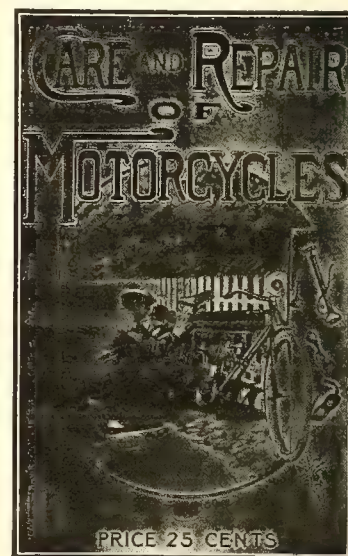
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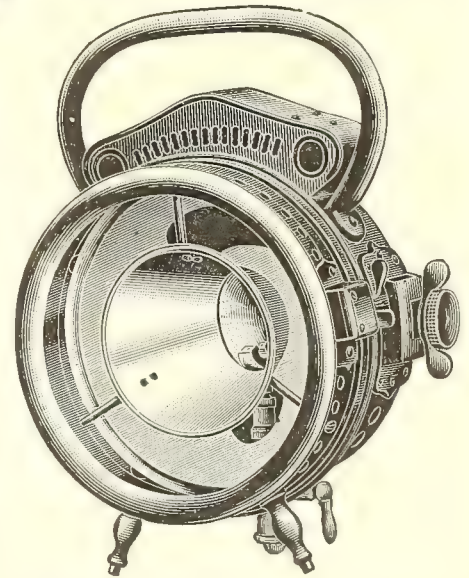
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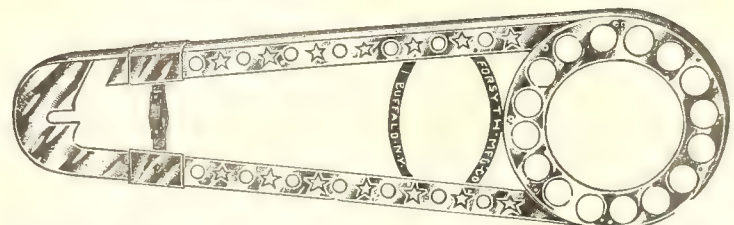
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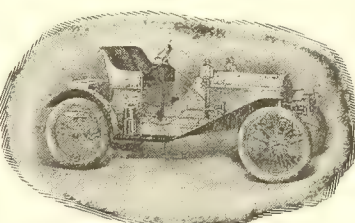
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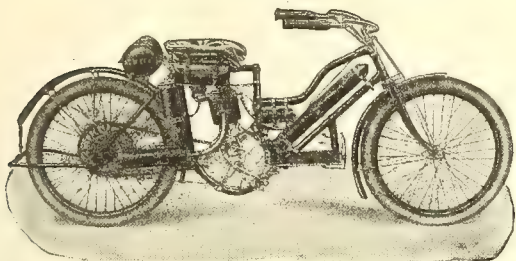
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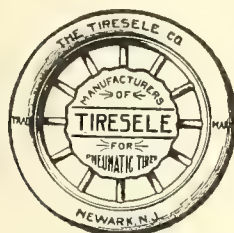
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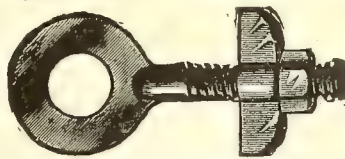


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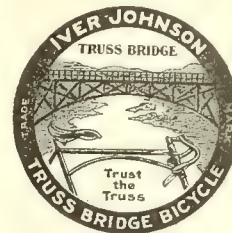
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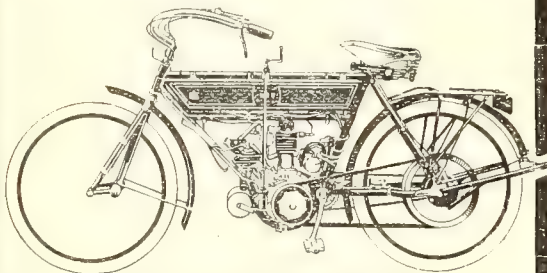
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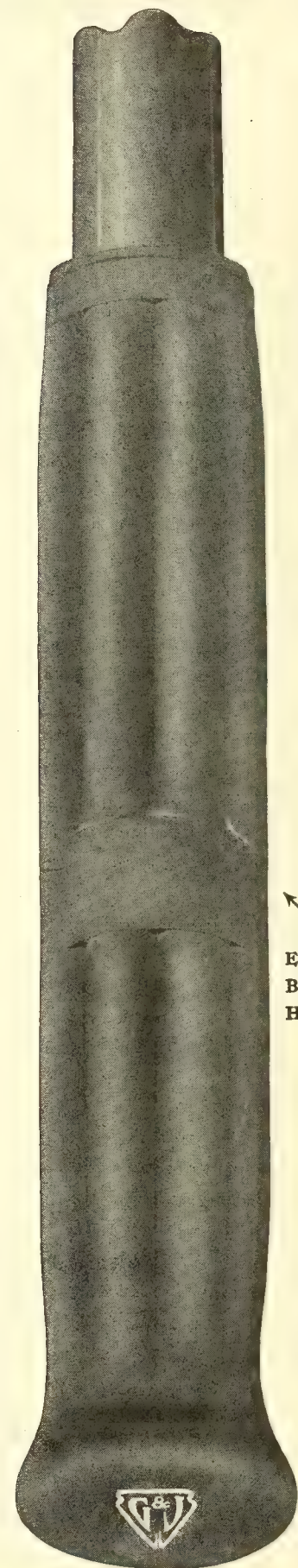
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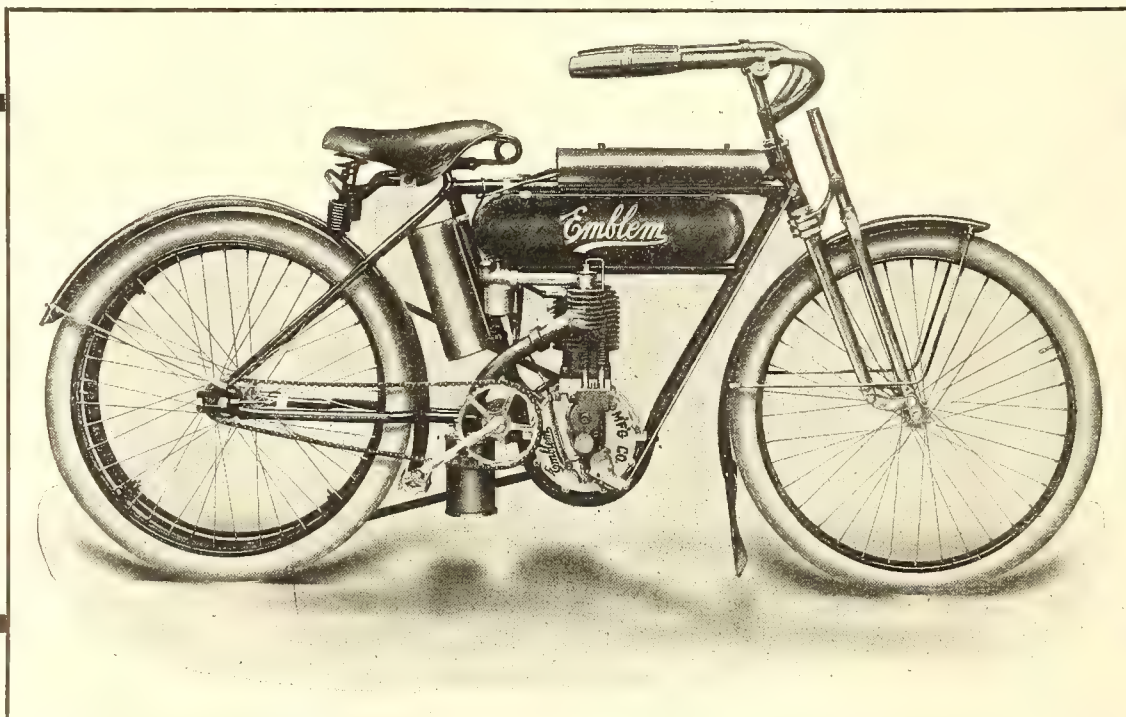
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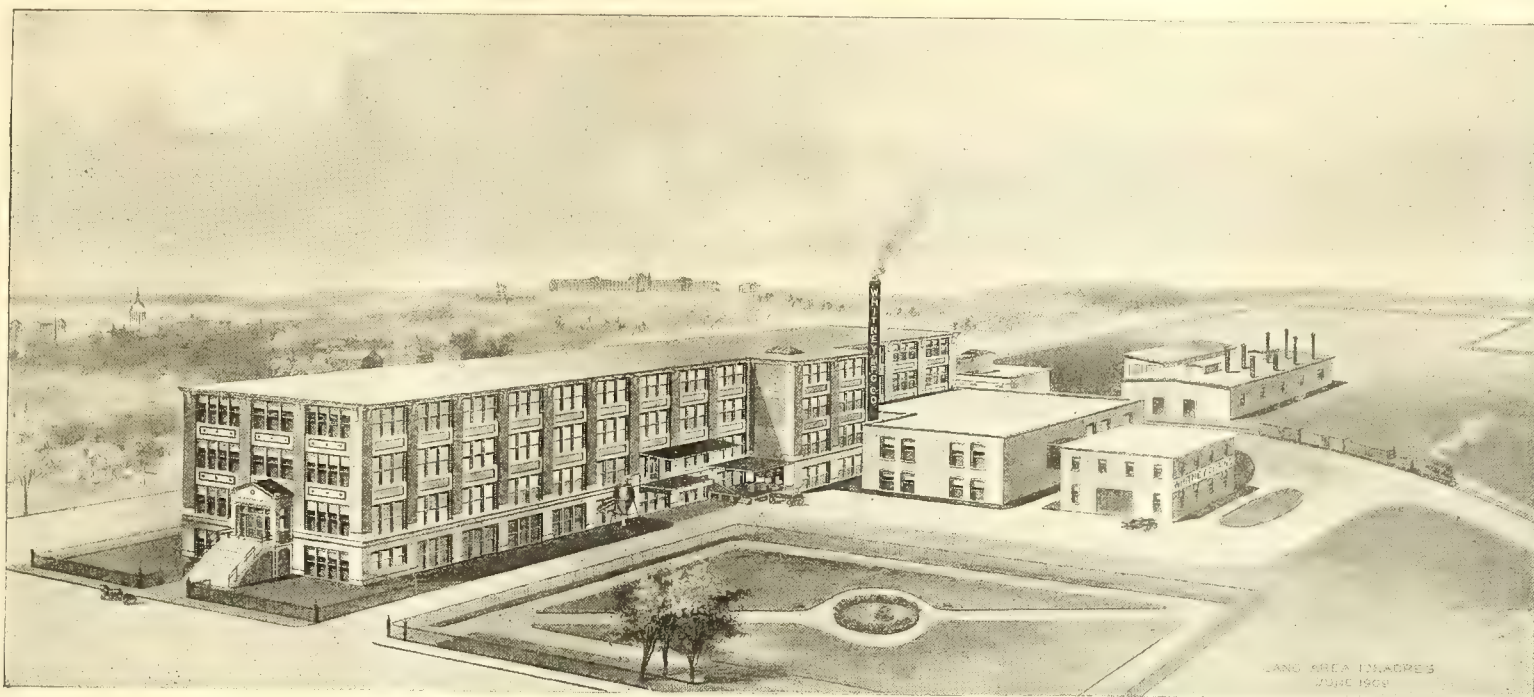
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EMBLEM SPRING FORK MAKES RIDING ENJOYABLE

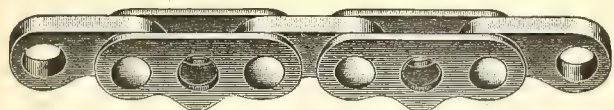
Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

EMBLEM MANUFACTURING COMPANY, Angola, N. Y., U. S. A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.



"Whitney" Chains are made in one of the most modern of American fire-proof factories.



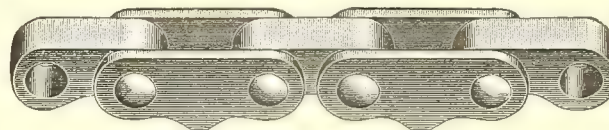
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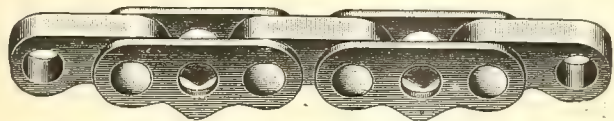
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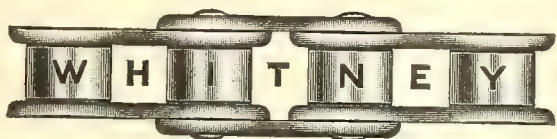
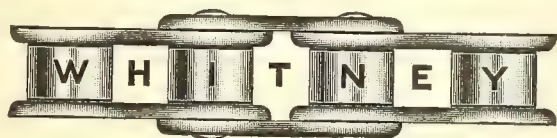


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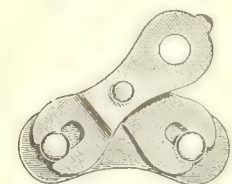
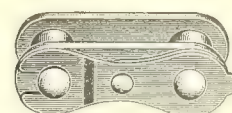


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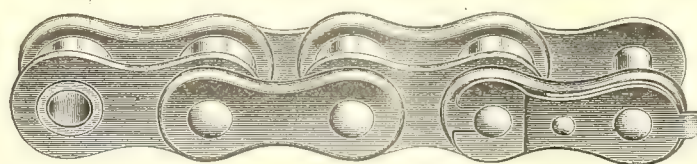
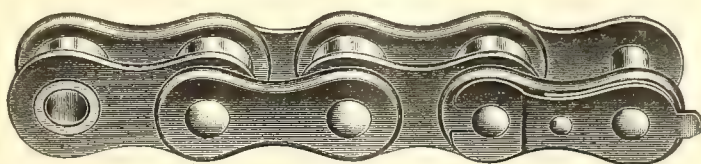
If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
For Motorcycles, Etc.



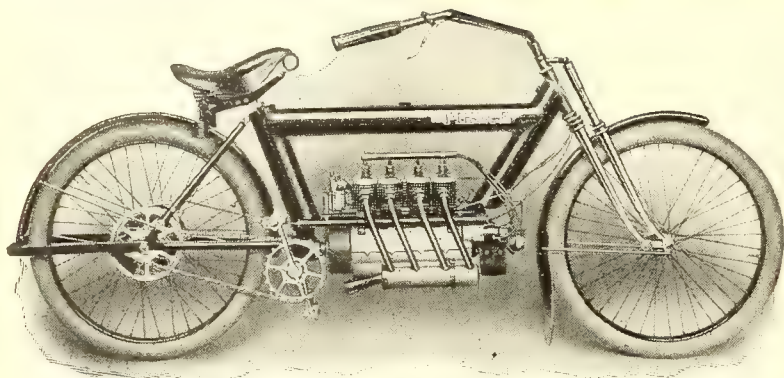
New Patent
Safety
Connecting
Links
For Bicycle and
Motorcycle Chains



THE WHITNEY MFG. COMPANY
Hartford, Connecticut

The Pierce Vibrationless

**EMBODIES THE CARDINAL VIRTUES
OF THE IDEAL MOTORCYCLE**



We also manufacture Pierce Bicycles, celebrated in all parts of the globe for their superlative merit.

Our catalogs should be in the hands of every progressive dealer and rider.

THE PIERCE CYCLE CO., Buffalo, N. Y.

Branches at Oakland, Cal., Denver, Colo. and Atlanta, Ga.

WE ARE proud of our motorcycle because it reflects so many features not found in other machines. We have striven to make the best that "Pierce" workmanship and material could produce and our factory organization and facilities have enabled us to realize our ambition.

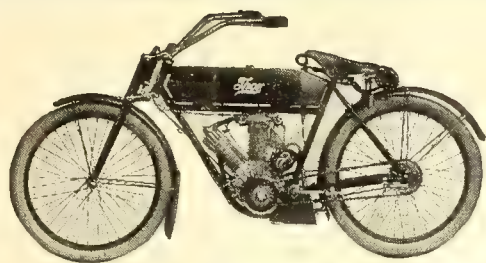
It has been our object to fulfill the requirements of the discriminating rider who will demand several features in his mount such as long-continued durability, absence of jar and noise, a motor and a transmission which will "meet obligations," easy operation and dependable control, an automatic oiling system, a machine which is neat and clean in appearance and which does not throw oil, gasoline and dirt on the rider. In all of these things the Pierce 4-cylinder is pre-eminent and reading our catalog will quickly convince anyone of the desirability of riding the Pierce Vibrationless in preference to any other make.

Look for the Diamond E Trade Mark Stamped on Every Spoke



**The Standard
Company**
TORRINGTON, CONN.

Manufacturers of
**SPOKES, NIPPLES, PEDALS
TOE CLIPS and SPARK PLUGS**



That *Thor* Twin

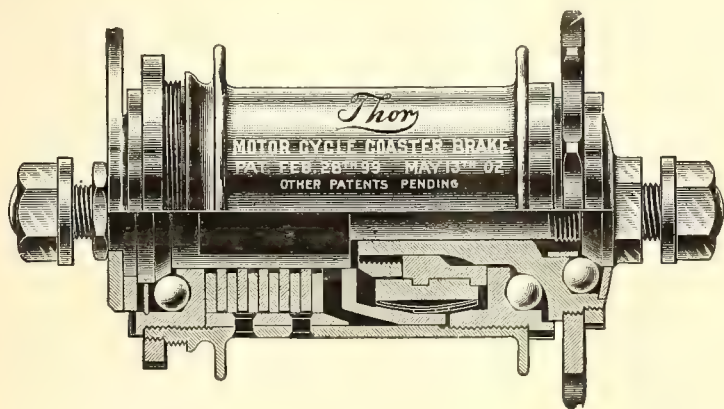
SHATTERS ALL DOUBT

It is the fastest stock twin on the market. It oils proper. No trouble burning spark plugs—the air gets at both cylinders. POWER—MORE THAN YOU WANT, and many other features found exclusively in the *Thor*. Send for our booklet.

“DON'T BE A TRAILER!”

AURORA AUTOMATIC MACHINERY COMPANY

Thor BUILDING, CHICAGO, ILL.



Thor

THE COASTER BRAKE

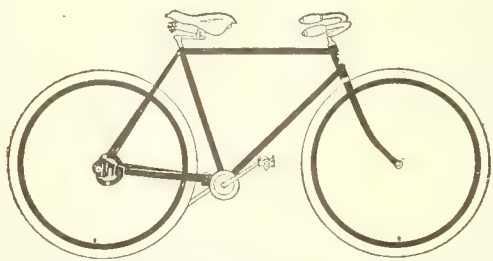
Known by all motorcyclists as the only brake adopted and used in 80 per cent. of 1909 makes of motorcycles. Best by test; not an experiment.

AURORA AUTOMATIC MACHINERY COMPANY

Thor BUILDING, CHICAGO, ILL.

POPE BICYCLES

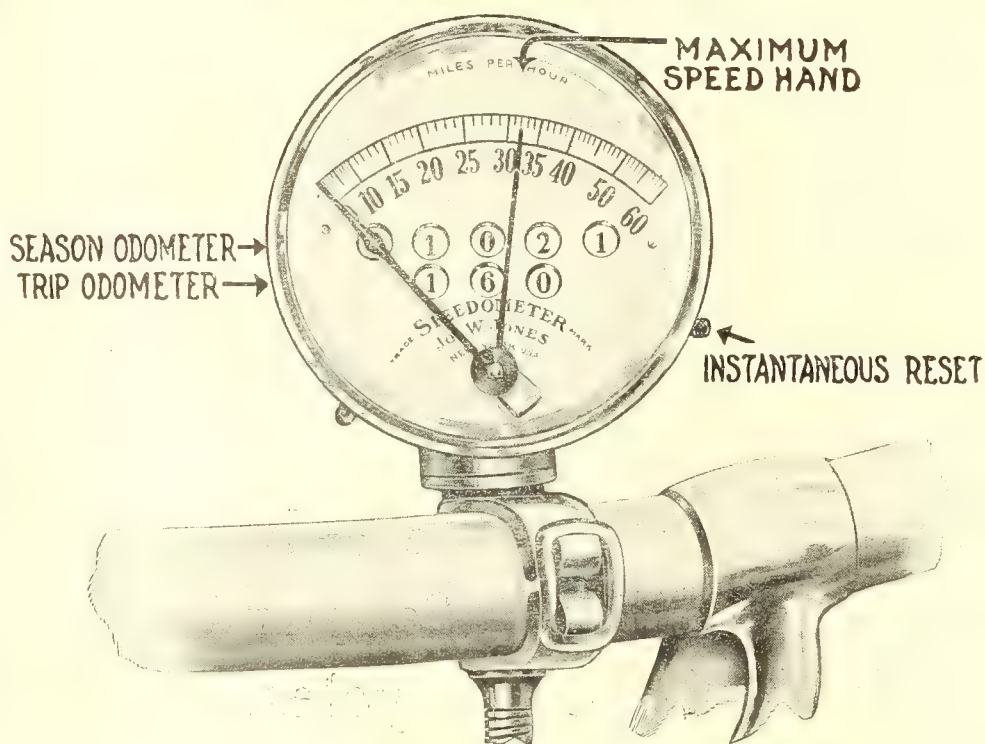
C O L U M B I A
C L E V E L A N D
R A M B L E R
T R I B U N E
C R E S C E N T
M O N A R C H
I M P E R I A L
F A Y



THE POPE LINES of bicycles include machines specially designed for every kind of service—for the rider who seeks recreation and healthful exercise, the racer who rides for fame or money and the man who daily rides to and from his work. They offer the greatest range of prices, the greatest number of distinctive designs and the widest variety of equipment. The advantages of such selection will appeal to every user of the wheel.

Whether on the track or road, riders of Pope bicycles have been uniformly successful. The great number of races won on Pope bicycles and the large number of prominent racers who use them is proof of their quality.

THE POPE MANUFACTURING CO.
Hartford, Conn.



Model 32—3-inch Dial (60 Mile) \$25.00

RIDE TO WIN!

In the annual F. A. M. Endurance Contest next month you will ride to a schedule; you will have to make just so many miles an hour—no more, no less; you'll have to know just how fast and how far you have traveled. To insure success fit a

Jones Speedometer

Absolutely accurate and reliable under all conditions. The new JONES is by far the finest motorcycle speedometer made—anywhere. Don't handicap yourself before you start with an unreliable instrument. See that you get a JONES.

WRITE FOR PARTICULARS

JONES SPEEDOMETER DEPT. UNITED MANUFACTURERS, Inc.

Broadway and 76th Street, New York

If it is Power You Want THE MERKEL

will give you all that you can use.

A FEW RECENT INSTANCES:

AT PHILADELPHIA, June 12—Won every event in which it started and lowered the track records.

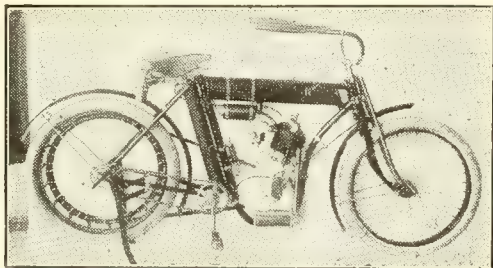
AT NEW YORK, June 19—Started one in Riverview hill climb, equaling the fastest time and being disabled by an accident to its rider in the run-off of the tie.

AT CINCINNATI, June 23—Won three firsts and one second.

AND THE MERKEL NOT ONLY OFFERS POWER, BUT AFFORDS BODILY COMFORT.

Merkel-Light Motor Company POTTSTOWN, PA.

DISTRIBUTORS—Pacific Coast, Ollier & Worthington, 1100 So. Main St., Los Angeles, Cal., and 500 Golden Gate Ave., San Francisco, Cal. New York, N. Y., Ovington Motor Co., 2234 Broadway.



OUR NEW MODEL Bull Dog Four

Q An entirely new ARMAC engine with more power and speed to conform with the new requirements of the public who want more power and higher speed. ARMAC simplicity and reliability has been retained in all of our models.

The Price complete is \$210

CAN YOU BEAT IT?

Drop us a Postal

ARMAC MOTOR CO. 472 Carroll Ave.
CHICAGO, ILL.

Wear Longest Easiest to Fix

Goodyear Moulded Clincher Motorcycle Tires
SAVE THE USER MONEY Because They Wear Longest,
Cost the Least for Upkeep, and are Easily REPAIRED

You can travel further on a Goodyear than any tire.

We can furnish these tires in either single or double clinch.

Four Plies of the Toughest Fabric Known

The wise motorcyclist who figures up the cost at the end of the season knows that the Goodyear is really the **LOWEST PRICED** tire on the market. It will outwear several pairs of the ordinary kind. Because the cover stock is of toughened rubber, the strongest made, especially treated, built for the extreme of wear, yet still retaining its resiliency. This is strengthened by the casing—moulded type—which has four plies of the strongest, toughest, *most durable*, most closely woven fabric, put into any motorcycle tire. This is the famous Sea Island which costs 55¢ a yard. We could use common muslin at 5½¢ a yard. But it requires 300 pounds to break Sea Island fabric, while common muslin breaks at 40 to 60 pounds. Hence it wouldn't do for

GOOD YEAR
MOULDED CLINCHER
MOTOR-CYCLE TIRES

The construction of this Sea Island fabric is such that if a Goodyear Tire is cut or jagged by sharp stones, or other obstacles, it can be repaired easily. The fabric being so closely woven, it does not separate.

Goodyear Motorcycle Tires can be permanently repaired. Some motorcycle tires are "done for" just as soon as they are slightly damaged. The tube is of the same stock as we use in our famous Red Seal Automobile Tubes. Butt end or endless style.

The only rubber used in Goodyear Tires is the finest of new Para, quoted at \$1.50 a pound today. We could use "Borneo" or "Guayule" at 35¢ a pound, or even "reclaimed" rubber from the junk pile at 10 cents a pound.

But this wouldn't do for a Goodyear, any more than common muslin.

With all their strength and durability, Goodyear Clincher Motorcycle Tires are the most resilient, easiest riding.

We can furnish them in either single or double clinch. Write for sample section.

*Get our Special Agency
Proposition.*

**The Goodyear Tire &
Rubber Co.**

Moal Street
Akron, Ohio

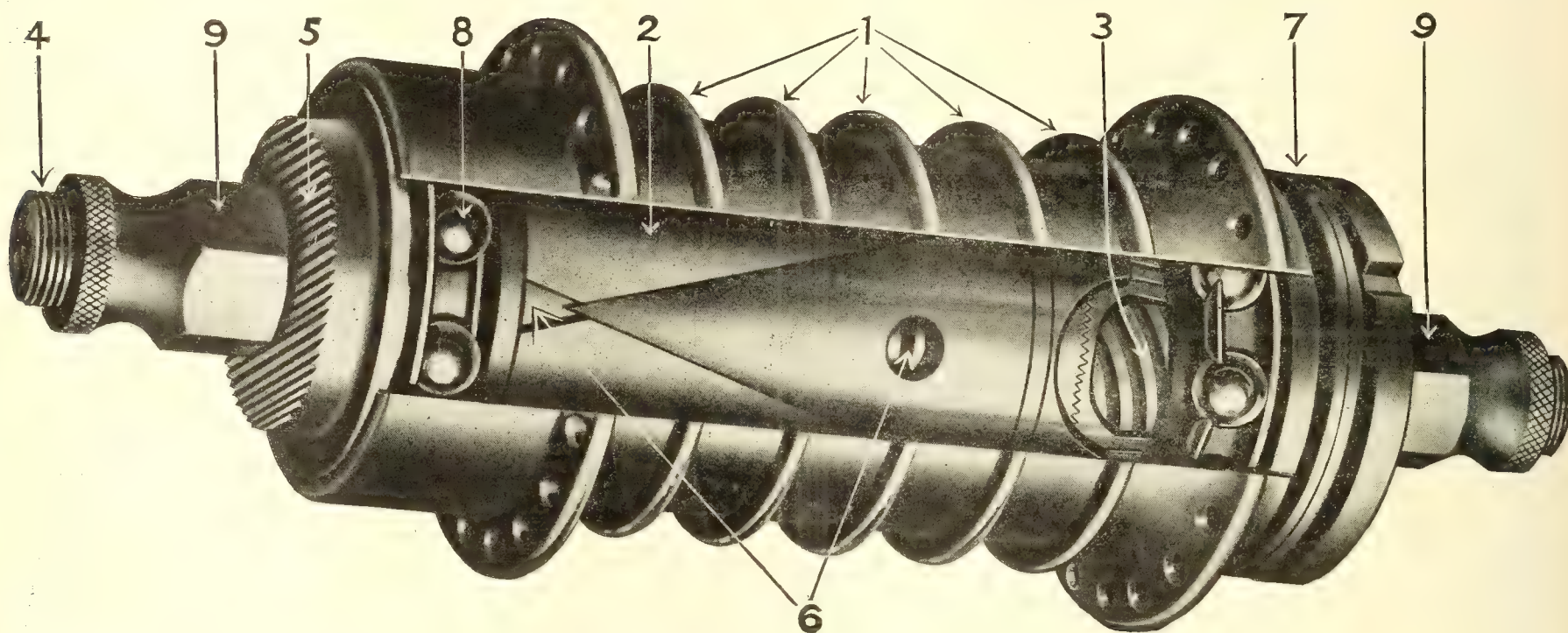
Branches and Agencies:

Atlanta, 90 North Pryor St.; Boston, 69 Boylston St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 East 5th St.; Cleveland, 2005 Euclid Ave.; Denver, 28 West Colfax Ave.; Detroit, 251 Jefferson Ave.

Branches and Agencies:

Los Angeles, 949-951 So. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad and Fairmount Aves.; Pittsburgh, 5988 Center Ave.; San Francisco, 506 Golden Gate Ave.; St. Louis, 3935-37 Olive St.; Washington, 1026 Connecticut Ave.

THE MUSSELMAN MOTORCYCLE COASTER BRAKE



Notice the Ten Points of Superiority

No. 1.—**COOLING FLANGES** which add over $13\frac{1}{2}$ square inches of cooling surface, making the total surface 42 square inches, making it impossible to overheat this brake. These cooling flanges also add an enormous amount of strength, barring any possibility of rupturing the shell in applying the brake, as is common with other hubs.

No. 2.—**BRAKE SHOE**.—Our construction permits a very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges.

No. 3.—**SHORT PITCH**. $\frac{5}{8}$ inch pitch. This is a very short pitch and gives one as good a leverage in applying the brake as a lifting jack. This leverage with our ample brake shoe gives you a power great enough to stop an automobile.

No. 4.—**LARGE AXLE**. 9-16 inch in diameter; strongest made. No danger of this axle bending or giving away under any condition.

No. 5.—**NO ARM**. This principle with our corrugated face on left stationary cone does away with building our brake with an arm. Arms or eccentrics create an undue leverage on rear forks, which is a common cause of trouble in other styles. Our construction causes the pressure when brake is applied of an end pull on rear forks and end push on the rear stays, making it impossible to break your rear forks.

No. 6.—**GREASE CHAMBER**. Our brake is built with a grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease for keeping the hub automatically lubricated for a season.

No. 7.—**CHAIN LINE**. Our sprocket set is fitted with two chain line rings; these with the straight and offset sprocket will give you seven chain lines, running from $2\frac{1}{8}$ inches to $2\frac{1}{2}$ inches, making it unnecessary to order special hubs for certain motorcycles.

No. 8.—**LARGE BALLS**. $\frac{3}{8}$ inch steel balls are used throughout, making the chance of broken balls infinitesimal.

No. 9.—**LONG STRONG AXLE NUTS**, built so as to accommodate any kind of stand.

No. 10.—**NO DRAG OF PARTS**. The principle of this brake is the same as the famous Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times, whether driving or being pulled by the motor. This is true only of the Musselman Coaster Brake.

DIMENSIONS.—MODEL A.—FOR BELT MACHINE.

Length over all outside cones, 6 inches.

Chain Line—Straight Sprocket, $2\frac{1}{4}$, 25-16, $2\frac{3}{8}$ inches.

Offset Sprocket, $2\frac{1}{8}$, 23-16, $2\frac{1}{4}$, $2\frac{3}{8}$, 27-16, $2\frac{1}{2}$ inches.

Drilled for 36 and 40 Holes.

Width of Flanges, $3\frac{1}{2}$ inches.

Sprocket, 3-6, 10 to 12 tooth, inclusive.

FOR FURTHER PARTICULARS WRITE TO

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, July 10, 1909.

No. 16

NEW DEPARTURE TO QUIT GERMANY

Disposes of Its Coaster Brake Patents to Bavarian Firm—Berlin Plant to be Removed to England.

As the result of negotiations which have been pending for some time, the New Departure Mfg. Co. have disposed of the German patents on their coaster brakes to Fichtel & Sachs, who are large manufacturers, located in Schwienforth, Bavaria, and who have cut no small figure in the cycle trade on the continent. As the New Departure patents dominate the situation in Germany, the transfer places Fichtel & Sachs in a strong position.

For a number of years the New Departure company itself has operated a factory in Weissensee, a suburb of Berlin, but in accordance with the terms of the arrangement with Fichtel & Sachs, the plant will be discontinued. The machinery and other equipment will be removed to England, where within the next few months the New Departure company will begin the production of its goods, and where they already are well known and in extensive use.

Fall Injures Manufacturer Crouch.

Stillman Crouch, the head of the Crouch Motor Co., Stoneham, Mass., makers of the Crouch motorcycle, was severely injured on Sunday last by being thrown from the machine he was riding. He was badly cut about the head and face and was unconscious for more than an hour after being picked up. He probably will be confined to his home for some time.

More Room for New York Jobbers.

The prosperity which so continuously has attended the New York Sporting Goods Co. has had its natural effect. To obtain much needed room, the company has leased the premises No. 15 Warren street, New

York, adjoining their present building, and is engaged in breaking through the walls. When the enlargement is completed, it is the intention that bicycles and motorcycles shall be even more conspicuously displayed than at present and more attention devoted to their sale.

Bretz Gets the Bowden Rights.

The exclusive American rights of the Bowden wire mechanism, so extensively employed on British bicycles, among other things, and not unfamiliar to this country in which it is used on several motorcycles, have been secured by the J. S. Bretz Co., Times Building, New York City.

The principle involved, which is merely that of the plain wire cable, surrounded by a close-fitting tube, made flexible by its construction of spring wire, spirally wound into tubular form, makes it adaptable to a wide variety of uses where lateral action is to be transmitted. Because of its lightness and flexibility, it is used mainly in connecting control levers with the parts or organs which they govern.

Chicago Burglars Select a Motorcycle.

Burglars visited the store of G. W. Lyon, 170 East Thirty-third street, Chicago, on the night of July 4th, and when they left they took with them a brand new Indian twin which had reposed in the show window. The missing machine is numbered 10A482 and is enameled blue.

New Company Will Handle Motorcycles.

The Lear Automobile Co. has been formed in Allentown, Pa., by Dr. John Lear and J. C. Lear, and will handle motorcycles as well as cars, having secured the agency for the N. S. U. line. The company will maintain a garage at 1021 Maple street.

Corbin to Enlarge Once More.

The Corbin Screw Corporation has had plans prepared for a considerable enlargement of its already immense plant at New Britain, Conn. The addition will be a three story structure.

INDIA AS A MARKET FOR CYCLES

Field is a Large One, but "Assembled" Machines are the Rule—Some of the Native Peculiarities.

"The natives of India, as a rule, are very slow at taking to any innovation; they must be led by example," says a Bombay correspondent of Bicycling News. "Of the people in India, the Parsees are undoubtedly the most enterprising, and were among the first to take to cycling; but the Parsees, though resident in India for several hundred years, cannot exactly be classified as belonging to India, as they were originally a sect of Persians who were driven out of Persia and sought refuge in India, where they domiciled themselves.

"Following on the heels of the tricycle came the cushion tire safety, followed by the pneumatic safety, which has now acquired immense popularity among almost every class and creed in India, and at the present day it is no uncommon sight in the less frequented streets of Bombay to see a dusky urchin, with only a loin-cloth on his person, pedaling away on a disreputable looking bicycle, borrowed from a friend in more affluent circumstances. To see "dog-boys" riding cycles in the streets of Bombay is a very common sight. A dog-boy is an urchin who is a necessity to dog-owning Europeans residing in India. His duties are multifarious—i. e., to take his master's dogs for an outing, to wash them and generally attend to their requirements. He also does odd jobs, such as running errands, taking his master's tiffin or bicycle, etc., etc. The dog-boy, after he has served a short apprenticeship of a few days, is then clothed at his master's expense in a suit of khaki or white drill. In time, as he progresses in general knowledge, he develops into a veritable imp of Satan, and very soon learns to whistle "When Johnny comes Marching Home" in a shrill, discordant, amended

form, beneath your window, just perhaps, as you have risen from bed or are tackling some deep, complex problem, which naturally gives one an itching desire to go outside and annihilate him. As in the case of others, it is opportunity that makes the thief, and the dog-boy, having the opportunity of wheeling his master's bicycle to and fro, very soon learns its use, and quite naturally realizes the advantages and convenience of the bicycle when out of his master's sight. That is a true and correct description of the modern dog-boy.

"Five years ago safeties with pneumatic tires could hardly be had in the Indian market under 250 rupees about (\$82.50) each. It seemed as if dealers here had a tacit understanding not to sell a bicycle under that figure; and, no doubt, they must have reaped a good harvest in those good times. However, as competition came in, the figure began to lessen rapidly, until now a very well-known European firm trading in Bombay and Calcutta advertises an "up-to-date guaranteed bicycle, complete with fittings at 85 rupees, or about \$30.

"India offers a very good field for the cycle trade. We have pretty good roads now in the most important cities and cantonments of the Empire, and the natives have taken kindly to the bicycle, seeing the advantages it offers and the ease with which it can be mastered. It is now being extensively used by all classes of natives, both for business and recreation purposes.

"No doubt a good deal of rubbish has been sent out here. The number of second hand machines found in auction rooms bear ample testimony to this fact. Cycle importers hitherto appear to have made heavy percentages of profits, and though now the market is flooded with cycles of various makes, still there is a very good and steadily increasing field for reliable cycles at a moderate price. The chief determining factor conducing to and necessary for success is—to first establish a reputation. This, of course, takes time to achieve; but with energy and perseverance it can be attained.

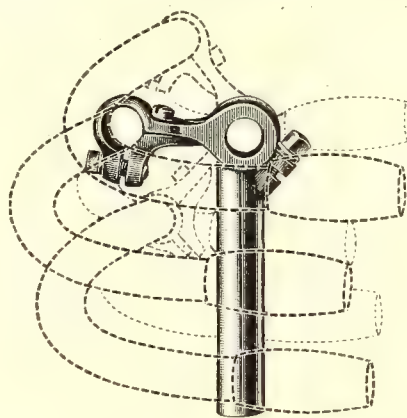
"It has been found from experience that with cycles, as with other articles, what readily takes with the native is something cheap and showy; but this cannot last, as cheapness and quality cannot go together. The natives are beginning to realize the truth of this fact as civilization and knowledge spread. It is quite possible to boom a cycle that answers the foregoing requirements; but a firm resorting to such an expedient must be prepared to lose its trade and reputation in a couple of years or so. There have been some American and Continental makes of machines boomed here at what are advertised as "revolution prices"; but the result has been that people fight shy of these makes, and pin their faith to British-made cycles.

"Cheap and rubbishy cycles stamped in gold lettering "Made in England" only, without maker's name, have, to a great extent, been foisted upon the Indian public—chiefly through the medium of auctioneers.

The plan, which is simple enough, was this: An importer—or the auctioneer himself—would instruct his agent in London or Birmingham to buy a consignment of cheap, showy cycles. These are then touched up

Affording Adjustability to Handle Bars.

The Forsyth Mfg. Co., Buffalo, N. Y., well known because of their coaster brakes, pedals, chain guards, etc., have acquired the rights to the Echo handlebar extension, which previously was marketed in a small way by a company of that name, and having added it to their productions, the Forsyth people mean aggressively to advance its sale. The device, which is shown by the accompanying illustration, is $2\frac{5}{8}$ inches long, from centre of bar to centre of stem,



and is capable of being swung entirely around the stem. This means that the handles may be brought toward or away from the rider by a distance of 5 1-3 inches, and that they may be raised or lowered by virtually this amount. In addition to this, of course, it is possible to obtain any desired position by combining the swing of the extension with the angular movement of the bars.

Special features which are pointed out as exclusive to this type of extension are, that adjustments may be made by loosening merely the binding screws on stem and head clips, and that to reverse the bar it is not necessary to remove it from the extension, nor to remove the grips or otherwise disarrange the bar. It is merely necessary to loosen the two binding screws, swing the extension over into the opposite position, and rotate the stem one half turn in the head. The gripping device by which the extension and bar are locked is so positive the maker claims it cannot possibly turn.

and embellished on the surfaces and stamped "Made in England," and then sent out here for sale. They are then offered to the public at the auction rooms in lots of two or three at a time, and advertised as "first-class brand-new English cycles—the property of a defaulting indenter"; and as such they often fetch as much as four times their landed value. To successfully accomplish this trick, the importer or auctioneer had one of his own men going around and telling the people "in confidence" that they were really first-class machines, and were

ordered for some prince or the other; and also one man or two were detailed to bid so that a certain lucrative price was reached.

"Hitherto, cycles were imported ready fitted in crates, only the handle bars, cranks, and saddles being packed apart, and they were then fitted up here; but now importers find it more advantageous to order out the various parts in, say, one gross lots, and fit up the machines locally.

"One essential point to ensure the success of a cycle here is that it must have strong, reliable tires that can withstand rough roads. This is, in fact, more important than anything else. The roads in most parts of India are macadamized, and, as the process of macadamizing is frequently improperly carried out, it needs a good tire to withstand the sharp points of stones used on the surface.

"The Government has, of recent years, awakened to the fact that the cycle is the quickest means of locomotion consistent with economy, and now the carriers of the Telegraph Department—or what are called telegraph peons—in important cities, are provided with bicycles which are painted red. In the Police Department, too, policemen conveying messages and carrying despatches have also cycles given them. At present this facility is, however, confined to presidency towns; but the day does not seem far distant when rural policemen will also receive this privilege—at any rate a section of them will, if not all. Our local volunteer corps, the Bombay Volunteer Rifles, have established a cyclist company, who did very good scouting and outpost work at the recent Camp of Exercise, and were highly commended by the Inspector General of Volunteers.

"Of motorcycles there are a few in use in Bombay—mostly ridden by Europeans, and the rest to Parsees. No person of any other class uses them. The motorcycle will not take out here for the one reason that it wants a good amount of nerve to manage it—a quality which the natives of the cycle riding class lack; and, besides, it needs some knowledge of mechanism, which is not so very easily attainable.

"The cycle is popular with European and Eurasian ladies, and a few Parsee ladies use it; but the ladies of other classes (with the exception of isolated cases of modern Hindu ladies) cannot for many reasons resort to the use of it."

Price of Rubber Goes Still Higher.

Conditions which led to the long-continued rise in the price of crude rubber, which, as told in last week's Bicycling World, has reached its highest known level, have, if anything, become more acute and the impending increase in the cost of tires is rendered even more certain. The price of the raw material had continued to advance sharply. A change of 4 points has been recorded during the week, the quotations of yesterday being \$1.50—\$1.53, as against \$1.48-\$1.49 one week ago.

ADAPTING MOTORS TO KEROSENE

**Simple and Inexpensive Alterations that Would Afford an Option in Fuels—
Suggestions from an Expert.**

It is well known that in small amounts kerosene may be used in an ordinary carburetter, but it is not so generally appreciated that by making sundry modifications of a simple and inexpensive nature, as high as 50 per cent. of kerosene may be used in the mixture. It is claimed that by so doing the power is increased somewhat, while the flexibility of the motor is improved; which is to say that it may be run at lower speeds than ordinary. At current prices for gasoline and kerosene, this would mean a saving of nearly one-fourth in the fuel cost, and it would render the tourist independent of the problem of making his route include such towns or villages as were known to boast of places where regular gasoline could be obtained.

How the necessary alterations may be brought about in the simplest possible manner, is told by a man who claims to know what he is talking about, who also introduces the suggestion that some experience along this line ought to be useful to dealers. As he points out, some definite knowledge of how to adapt any machine to the use of kerosene would be especially useful in equipping tourists for long journeys, and in fitting out motorcyclists who live in a region where gasoline is difficult to obtain or is more expensive than ordinarily is the case. He says:

"A mixture of kerosene and gasoline will naturally have a greater specific gravity than pure gasoline, and, therefore, the working of the float will be interfered with. The float will float higher in the kerosene. This will result in a lower level in the carburetter, which may mean starving the jet as the fuel, instead of lying within 1 millimeter of the jet orifice as it should do, will probably be from 2 to 2½ millimeters below it. This will cause difficulty in starting and loss of power when the engine is running slowly as on hills or against the wind. It is therefore necessary when such a mixture is used to weight the carburetter float.

"This can be easily done as follows: Procure a glass vessel such as a jug and pour into it about ¾ pint of gasoline; in this place the float and carefully mark on its side the exact level of the gasoline up the side when it is floating; this can be done very easily by scratching with a scribe. Next replace the gasoline in the glass jug or vessel by the mixture of kerosene and gasoline which it is proposed to use, again immersing the float. It will be seen that the scratch, marking its previous level, will be considerably over the level of the surface of the fuel. The float must be weighted until it sinks into the mixture of kero-

sene and gasoline to the same depth as it did in the gasoline alone.

"The best way to add weight is by running solder on the bottom of the float. A good blob of solder can be put on at first so that the float is depressed in the liquid below its previous level and then this solder can be gradually filed off until the exact height is reached. This is a very simple and easily performed operation, but it is absolutely essential if the best results are to be obtained from a mixture of kerosene and gasoline."

In the same connection, it also may be suggested that in many instances the same result might be secured in a simpler manner merely by bending the lever or balance mechanism by which the float is made to actuate the needle valve. This is the common method of regulating the level for gasoline, except in cases where a special means of regulation is provided for the purpose. Where the float otherwise would rise so high as to strike the top of the chamber, or where the adjustment possible by other means is too limited to accomplish the desired result, of course, the method of weighting the float with solder will have to be resorted to.

"It is obvious now, that supposing that we were to use gasoline only, the gasoline would rise too high in the jet and flood the carburetter," continues the above authority; "this is of no particular importance, as I shall presently point out.

"In order to use kerosene it is quite necessary that the temperature of the carburetter should be raised above the normal, and some method of doing this must be applied. It can be done very simply in the following manner:

"Take a piece of copper tube about 3 feet long and about 3-16 internal diameter, or even ¼ inch, but not more than ¼ inch. Carefully anneal this by heating it red hot with a blow pipe and immediately quenching in water. On one end of it should be brazed a nipple with threaded end and this nipple should be screwed into the exhaust pipe of the engine as near to the exhaust valve as possible. The pipe should then be laid round the carburetter in the form of a coil and so close as to actually touch it if possible. This coil may be either around the float chamber or the mixing chamber—preferably around the float chamber. The end of the pipe can be carried down the tube of the motorcycle so that the exhaust gases escape under the bottom bracket.

"In this way we get a hot air jacket around our carburetter and the result will be that when the engine has been running for a few moments the exhaust gases which pass through the coil will have raised the temperature of the carburetter very considerably.

"In starting, of course, the carburetter will be the same temperature or at a rather lower temperature than the surrounding atmosphere, the lower temperature being due to the rapid evaporation of the gasoline

resulting from the suction of the engine. It will therefore be necessary to start on pure gasoline, and for this purpose a small subsidiary tank holding about a pint of gasoline should be attached to some part of the machine. It should be provided with a screw stopper for filling and an outlet tap, and have attached to it a pipe. This pipe should be joined up to the pipe leading from the ordinary tank and also have a tap on it, the tap being on the tank side of the junction with the pipe from the subsidiary tank. These taps should be placed in such a position that the rider can operate them from the saddle. For starting purposes the tap from the gasoline tank will be turned on first, the other being closed.

"The difference in the height of the petrol to which I referred before is of little importance because the engine will draw in the gasoline faster than the rate at which it would overflow, for it is presumed that the engine would be started up on the stand and run at full speed until hot. The gasoline tap would then be turned off and the kerosene mixture tap on.

"It is very likely that with this arrangement more air will be required. This can be judged by running the engine on the kerosene mixture and noting the smell of the exhaust. If this is very foul it denotes the need of more air and if the carburetter is of such a type that no more air can be given by the ordinary manipulation of the air lever, it will be necessary to enlarge the air orifice. A better plan is to drill two or three holes in the gas pipe just above the carburetter and around this to fasten a spring steel clip which can be slid up and down the pipe to cover or uncover the holes. By arranging the holes one above another a variation of air can be obtained by simply sliding the clip up and down. The position which is best for the gasoline and for the kerosene mixture can easily be ascertained by experiment."

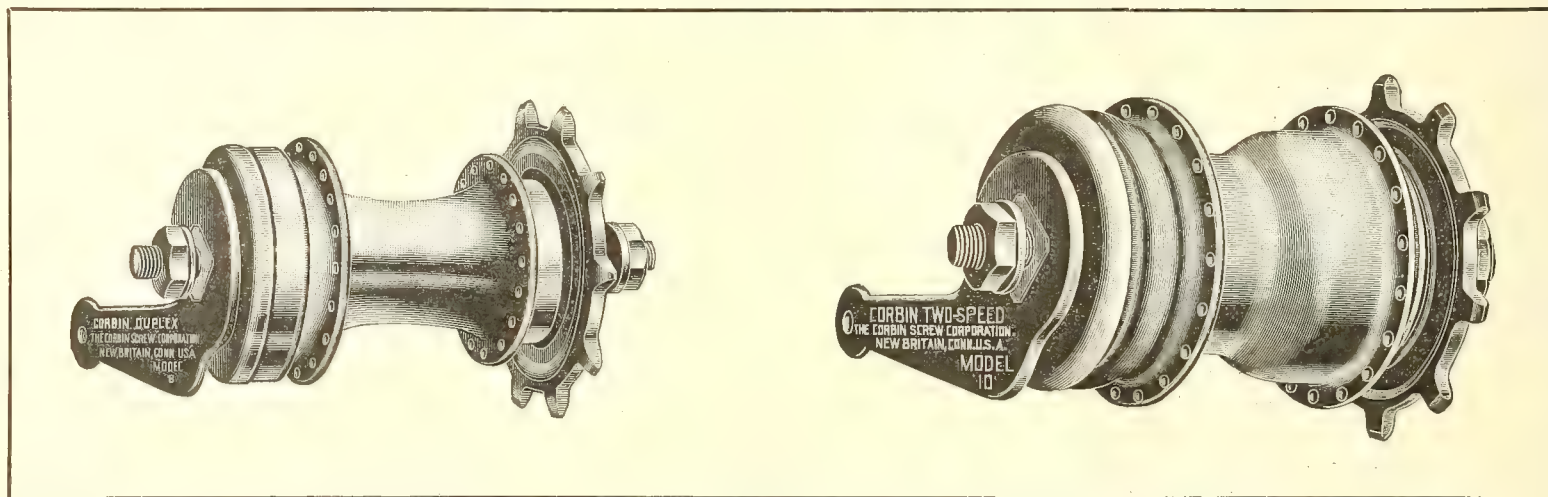
About the Auxiliary Exhaust Port.

In experimenting with auxiliary exhaust ports two points should be carefully noted: The first is that unless the auxiliary exhaust is direct to the open air, the gain will be very slight, as the inductive effect which occurs just at the end of the suction stroke serves to draw a small amount of gas or air into the cylinder. If the ports are connected into the muffler and are unprovided with a check valve, the result will be a weakening of the charge. If the ports open directly to the air, on the other hand, the back suction will be of pure air and its presence may be utilized to good advantage by allowing a slightly richer mixture to be drawn from the carburetter. The other point to be considered is that a large proportion of the oil splashed up on to the cylinder walls will be wasted through the ports. As a result, unless an extra quantity of oil is fed to the motor at frequent intervals it is likely to run dry and cause those serious troubles which come of lack of oil.

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NEW BRITAIN, CONN, U. S. A.

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"Enclosed find \$1 for which please continue my subscription for the *Bicycling World*. It has given me a number of valuable pointers and I would hate to be without it."—E. D. Richman, Philadelphia, Pa.

The Price that Must be Paid.

"It's the pace that kills," was never said more truly than of motor bicycles; and motorcyclists will do well to recognize what the utterances of the public prints in all parts amply prove—that public indignation is rising against them, and that bitter days are in store unless the offenders deport themselves differently and restrain their speed-mad inclinations.

Not a few legislative advantages have been lost within the last few months and the \$200 fine inflicted last week on a Chicago scorchers is an illustration of the punishment that is in prospect. The new law recently enacted in Massachusetts is another notable instance of what the future holds. It strikes hard at the scorchers, the road racer and the record-breaker, and particularly falls with tremendous force on offenders who may be engaged in the trade. It almost literally puts them out of business.

It provides that "whoever operates an automobile or motorcycle recklessly or while under the influence of intoxicating liquor,

or so that the lives or safety of the public might be endangered, or upon a bet, wager or race" or "for the purpose of making a record" shall be punished by a fine not exceeding \$200 or imprisonment not exceeding six months, or both. In the event of conviction, the offender's certificate of registration will be "immediately revoked," and if he happens to be a manufacturer or dealer the certificates of all vehicles which he controls may be similarly revoked.

Unless the "wild cat" road racer and the city-to-city record-breaker are held in check, not to say the common ordinary everyday scorcher, this sort of law and this sort of payment is what may be expected in very many other States adjacent to and far removed from Massachusetts.

The Suggestion of Skeptic.

In the columns of a contemporary a British writer who happens to be connected with the English publication which has scoffed the motorcycle records made in this country and long has sniffed at nearly everything else American, advances the remarkable suggestion that to remove all doubts, the governing body of each country shall designate a timekeeper or representative who shall witness the performances, or certify to their correctness or do something of the sort.

The suggestion is almost as amusing as it is repugnant; the *Bicycling World* declines to believe it represents any considerable extent of British opinion. To adopt such a plan would constitute a sorry reflection on the men identified with the sport on both sides of the Atlantic. It would stamp them as lacking in honor and unworthy of belief. We do not believe that crooks of the sort are administering the sport in Great Britain and we know that they have nothing to do with it in America.

We accept the British authorities as gentlemen. We recognize their actions as of similar character. We require no spy or representative to verify their performances or to certify to their thoroughness and respectability, and we resent the imputation that such a representative is necessary to attest the honesty of our officials or the accuracy of our doings.

If in the United Kingdom there are men so miserably suspicious or so lacking in mental breadth that they cannot accord to us the same measure of decency which we accord to them, there is reputed fiery depth to which they deserve to be consigned. The official spy system has not become necessary

in any other sport; it is not necessary in motorcycling.

When Caution is Required.

Following closely a tragedy of the sort which occurred the previous week in a different part of the country, the death at a railway crossing on Monday last of one of a party of Wisconsin motorcyclists, should serve to bring home to all riders the need for caution in approaching such danger points, particularly when the view in both directions is obstructed. We speak from personal experience when we say that only those who have experienced a narrow escape from a calamity of the sort are in position to know how easily it is possible.

When two or more riders are in company, unconscious of such danger, the noise of the exhausts from their motors is sufficient to render almost inaudible the near approach of a railroad train, particularly a lightly laden one or one that is "coasting" down grade. With mufflers open, its approach is wholly inaudible and the danger is greatly increased. It adds another to the many arguments in favor of keeping mufflers closed, even on country roads. It is in the nature of a further argument also why manufacturers should not cease their striving for the silently operating motorcycle, as it also bespeaks the value of trustworthy brakes.

While it is too much to expect general observance of the "Stop, look and listen" signs erected at many of the railway crossings, failure to obey which some courts have held constitutes negligence which absolves the railway companies from blame in the event of accident, the instincts of caution and self-preservation should move the conservative rider to reduce speed and cut off power that he may the better listen and be prepared for emergencies when nearing such zones of danger.

To all those promoters—professional promoters excepted—who desire to arouse the most widespread interest and to so distribute the honors and prizes that the most widespread enthusiasm and satisfaction shall ensue, the Independence Day race meet conducted by the Topeka (Kan.) dealers, which is reported in another column, very earnestly is commended. The varied character of the events contested is of the sort that serves those useful purposes and contributes the greatest good to the greatest number, and in a way that advertises and promotes the interests of cycling.

ARRANGEMENTS FOR F. A. M. MEET

Details Beginning to Assume Shape—The Men Who are Doing the Work—Blazing Endurance Run Route.

Since the dates finally were fixed, matters pertaining to the F. A. M. national meet, which will occur in Indianapolis, August 11, 12 and 13, have begun to assume shape. The various committees of the Indiana Motorcycle Club, which are directing affairs, are working with a will, and it will be but a matter of a few days before the entire program will have been arranged. It will be the first F. A. M. meet to be held in the West, and there is every promise that it will be even more successful and more numerous attended than any of the six that have preceded it. The Western country is undeniably interested and aroused, and the reports from all parts indicate that there will be more motorcyclists gathered in Indianapolis during the meet than ever have been gathered at any other place at any other time.

The immense motor speedway, on which the four national championships and other events will be decided, is in itself an object of no small curiosity, and speculation is rife as to the times that will be rendered possible on the wide, two miles oiled circuit; that it will prove fast there is small doubt, but just how fast will not become known until it is "tried out" late this month, when it will have been completed; that it will prove safe is even more certain; it is so big and so wide that it is difficult to figure how, short of gross carelessness, accident can happen. The owners of the speedway this week manifested their interest in the F. A. M. meet by contributing an unusually large and handsome silver loving cup as one of the prizes to be contested for.

The several committees that are in charge of the various branches of the work are made up as follows:

Executive committee—Charles Wyatt, chairman; H. L. Dipple, Harry Graff, Robert H. Sturm, L. M. Wanawright, G. H. Hamilton, F. I. Willis. Finance committee—Gus Habich, chairman; F. I. Willis, Geo. C. Detch. Press committee—G. W. Stephens, chairman; F. O. Minter. Program committee—H. A. Githens, chairman; Frank B. Willis, Lee Chapman. Entertainment committee—G. H. Westing, chairman; Harry Graff, John McCarver. Prize committee—W. D. Dean, chairman; C. E. Bail, P. C. Hudson.

During the present week, G. H. Hamilton, chairman of the committee in charge of the F. A. M. national endurance contest, has been "pathfinding" over the route from Cleveland to Indianapolis, and as soon as he has tabulated his data, the controls, checking stations and schedules will be announced and entry blanks issued. It already has been decided that Columbus, O.,

will be the control on the first night, August 10, that city being almost midway of the total distance, 358 miles. It also has been settled that, as was the case last year, the competitors shall be divided into two classes of amateurs, private owners and riders engaged in the trade, each of which classes will be in turn sub-divided into riders of singles and of twins, with awards for the best scores in each class and in each subdivision. It is not likely that either a hill climbing test or a brake test will be included in the contest, but an economy contest on the speedway may become necessary in order to break any ties that may exist and to prove the calibre of the machines and their riders after the long run.

Five Teams Start in Chicago Contest.

Chicago, July 9.—Five teams, aggregating 15 men, started at 5 o'clock this morning on the first day's run—to South Bend, and return—of the Chicago Motorcycle Club's reliability contest. The teams, the designations of which signify the machines which they use and the manufacturers by whom they were entered, are as follows: Armac—R. C. Crist, M. H. Mills and R. Colwell; Excelsior—Arthur Lyons, J. S. Woodworth and J. De Salvo; Harley-Davidson—Harvey Bernard, S. Lacy Crolius and F. Ollerman; Pierce—L. A. Kenyon, A. Pall and Frank Duffey; Yale—S. J. Chubbuck, A. J. Oberwegner and W. W. Ingram.

Several private owners are said to have tendered their entries, which were refused, the contest being made a strictly trade affair restricted to trade teams.

Several parts of the various machines were sealed before the starting and in accordance with the unusual rules, the teams were intermixed in groups of three, each man being charged to stop, observe, time and note any breakage of seals or repairs or replacements made by either of his riding mates for the day. To-day's groups of "observers" were made up as follows: Crolius, Lyons and Crist; Kenyon, Ollerman and Chubbuck; Ingram, De Salvo and Pall; Duffey, Colwell and Bernard; Woodworth, Mills and Oberwegner.

To-morrow (Saturday) the route is from Chicago to Rockford and return, and on Sunday, the third and last day, from Chicago to Ottawa and return.

Chicago Scorchers is Fined \$200.

Real war on scorchers has been commenced by the Chicago police and courts. Last week two of them, one a motorcyclist, the other an automobilist, were fined \$200 each in the Hyde Park court. The motorcyclist, who thus earned the undesired distinction of paying the highest price ever paid for a scorch, was Martin Bozinsky, 20 years old. He had "let her out" to the tune of 31 miles per hour. The prevalence of the offense has not only started a crusade, but is causing an outcry for the registering and tagging of motorcyclists, which, due to F. A. M. effort, they escaped when the automobile law was enacted.

ALUM ROCK CAUSES NO PUCKER

San Jose's Hill Climbing Contest Develops Fast Flights Without Accidents—Two Ties in One of the Events.

Despite its name, Alum Rock hill, one mile in length with an 8 percent grade, did not serve to pucker the pace of W. E. Bennett, who won the free-for-all class, the feature event of the hill climbing contest of the San Jose (Cal.) Motorcycle Club on Sunday, 27th ult. According to the watches, Bennett, on an Indian, went the route in 1:21 $\frac{3}{4}$, or at the rate of 44 miles per hour, and in an exhibition ascent even this speed was bettered by W. G. Collins, who came from San Francisco for the purpose. Bennett also pulled down the class for machines not exceeding 5 horsepower, registering 1:23 $\frac{1}{2}$. This event was remarkable in that all four riders tied, the first and second, both making 1:23 $\frac{1}{2}$, while the third and fourth men were exactly two seconds slower. In the run off, Bennett won over Estrade, and Tooker crowded Brown out of third. All rode Indians. In the 2 $\frac{3}{4}$ and under class A. M. Phillipe, R. S., made the ascent in 2:14 $\frac{1}{2}$, which was fast enough to win, as the best J. N. Dinsmore could do was 2:17 $\frac{1}{2}$. C. J. Wolfe, Indian, won the "not exceeding 3 $\frac{1}{2}$ horsepower class" so easily that the second man must have suffered stage fright. Wolfe's time was 1:38, while H. C. Fridley used up 2:23 $\frac{3}{4}$ on the way.

In his exhibition W. G. Collins used a 7 horsepower Indian and flew up in 1:09 $\frac{3}{4}$, which is better than 51 miles an hour. In a recent automobile climb on the same course the best time made was over two minutes.

The summaries:

For machines not exceeding 2 $\frac{3}{4}$ horsepower—Won by A. M. Phillipe, R-S; time, 2:14 $\frac{1}{2}$; second, J. M. Dinsmore, Indian, 2:17 $\frac{1}{2}$; third, A. W. Volkers, Indian, 2:53.

For machines not exceeding 3 $\frac{1}{2}$ horsepower—Won by C. J. Wolfe, Indian, time, 1:38; second, H. C. Fridley, Thor, 2:23 $\frac{3}{4}$.

For machines not exceeding 5 horsepower—Won by W. S. Bennett, Indian, time, 1:23 $\frac{1}{2}$; second, F. P. Estrade, Indian, 1:23 $\frac{1}{2}$; third, E. T. Tooker, Indian, 1:25 $\frac{1}{2}$; fourth, H. Brown, Indian, 1:25 $\frac{1}{2}$.

Free-for-all—Won by W. S. Bennett, Indian, time, 1:21 $\frac{3}{4}$; second, F. P. Estrade, Indian, 1:23; third, E. T. Tooker, indian, 1:24 $\frac{1}{2}$.

Trial against time by W. G. Collins, Indian, 1:09 $\frac{3}{4}$.

With 26 names in the charter list, the Colorado Springs (Col.) Motorcycle Club has been organized, and the following officers were elected: Beach Glasser, president; M. Hartman, vice-president; Walter Husong, secretary, and Robert Sims, treasurer.

CLARKE TAKES A CHAMPIONSHIP

Kramer's Puncture Puts Him Out of the Running—Lawrence and Magin Share the Amateur Honors.

After frowning so far all the season on his efforts to beat Champion Kramer, capricious Dame Fortune smiled on "Rocket" Clarke on Sunday, the Fourth of July, at the Newark Velodrome, and gave him opportunity to win the five miles American championship. The little Australian is represented as having as his pet ambition the wresting of the national championship from Kramer, and the winning of the five miles championship event, the first of the championship races that has been held this year, gives him a good start toward a realization of this ambition, which, by the way, is shared by at least one other rider.

No small part of the glory of the victory was lost, however, by reason of the fact that Kramer himself was not in the final battle, having been put out at the end of two and a half miles by a puncture, a circumstance which robbed the spectators of the finish between the two men which they had looked for. Remarkable enough, it is the first piece of real hard luck that Kramer ever has had in a championship race, as in all the years that he has been riding and winning them he never has had an accident in one of them before.

Instead of having it run in trials and a final, the race was run in one heat, and to make it fast Manager Chapman provided five pacemakers, who took it in tow by relays. At the start Fogler had the pole, with Kramer, Clarke, Fenn, Root, Bedell and Billington on the outside in the first row. When the gun cracked, Billington shot down from the top of the band and hooked himself to the pacemaker. Clarke was on Kramer's wheel, followed by Fogler and the others. Fenn, who had been in the background for the first lap, gave an outside run and slipped himself into second place on the third lap, after which the mile was quickly ground out with no changes. In the second mile Root moved up to first place, with Anderson on.

Cries and groans went up from the Kramer adherents when the champion was seen to slow up and drop out before the third mile. He bore his misfortune with good grace and an impassive countenance. Meanwhile those on the track moved along to the fourth mile without change or incident, the pacemakers keeping things fairly hot. Then everybody began to struggle for position, resulting in an even faster gait, so that at four and a half miles the pacemaker was left behind. Two laps from home Clarke made sure that he would not be pocketed by jumping out in front and setting an awful pace, so fast that only Root, Fogler, Fenn and John Bedell were able to get aboard. He unwound more at every

revolution of the crank, Fogler alone being able to stick close to him. When the clang-clang of the bell sounded, little Clarke's stout legs were in such motion as to be blurred to the sight. Hanging on in desperate endeavor, Fogler and the others were snapped around the turn, down the back stretch, up against the last turn, and into the flat for home, with no chance to do anything but ride their heads off, Clarke flying over the line a winner by a length and a half over Fogler, who beat Root by a narrow margin, with Fenn and Bedell following. The time was 10:28 $\frac{3}{5}$.

Too much was expected of the back markers in the one mile "pro" handicap, both Clarke and Kramer being shut out in their heats. Fogler succeeded in pulling Clarke up to the bunch in four of the six laps, but it was such hard work that Fogler had to sit up and Clarke was so spent he could not sprint in the finish. Kramer sat up after two laps in his heat, as he saw he did not have a chance, while John Bedell, from a more favorable mark in the same heat, got discouraged at four laps. Fenn, with Root's aid, won his heat and subsequently the final from the 35 yard mark. Root was on 45 yards, and in the final he gave Fenn a good long pull and then tacked on Fenn's wheel. At the finish, however, Krebs butted in for second place after Fenn, giving Root third.

Menus Bedell landed first money in the two miles "pro" invitation race, gaining a close decision from Fred Hill.

Percy Lawrence and Jacob Magin divided the amateur honors, the former taking the three miles event and the latter the half-mile handicap.

The summary:

One mile novice, amateur—Won by William Pettit, Rockville Center; second, B. Bergman, Newark. Time, 3:03 $\frac{3}{5}$.

One mile handicap, professional—Won by William S. Fenn, Bristol, Conn. (35); second, Floyd Krebs, Newark (50); third, Eddie S. Root, Boston (45); fourth, Teddy Billington, Vailsburg (145); fifth, Fred Hill, Boston (80). Time, 2:00 $\frac{4}{5}$.

One mile open invitation, professional—Won by Menus Bedell, Newark; second, Fred Hill, Boston, third; Norman M. Anderson, Denmark; fourth, Teddy Billington, Vailsburg; fifth, Al Halstead, Sacramento, Cal. Time, 2:02 $\frac{4}{5}$.

Half-mile handicap, amateur—Won by Jacob Magin, National Turners (15); second, Harry Simpson, Newark (60); third, Louis Owens, National Turners (50). Time, 0:59.

Three mile open, amateur—Won by Percy O. Lawrence, San Francisco; second, Adam Beyerman, Mohawk A.C.; third, Jerome Steinert, Roy Wheelmen; fourth, Joseph Mesigal, Chicago. Time, 6:46 $\frac{4}{5}$.

Five mile national championship, professional—Won by A. J. Clarke, Australia; second, Joseph A. Fogler, Brooklyn; third, Eddie F. Root, Boston; fourth, William S. Fenn, Bristol, Conn.; fifth, John Bedell, Newark. Time, 10:28 $\frac{3}{5}$.

KRAMER TRIES PURSUIT RACING

Champion Engages in Unaccustomed Contest and Wallops Clarke—Caldwell Runs Away in the Handicap Event.

Both because pursuit racing is the hardest kind of hard work and because it is an entirely different kind of riding from that in which he is most successful, Frank Kramer's name seldom appears in connection with such events, but inasmuch as this season he has held off Clarke in every other kind of a race in which the two have been together at the finish, he gave the Australian a chance at him in this form of competition on Monday, 5th inst., at the Newark Velodrome. The admirers of Clarke were confident that such a race would show the little fellow's stamina to great advantage, and while in a sense it did so, Kramer nevertheless was too much for him, although it took five miles to prove it. Kramer really did not overtake Clarke, because the latter punctured, but the champion was so close on his heels as to win the decision, and Clarke was sufficiently sportsmanlike to admit its justice, although it had been agreed that the race was to be started over again in case of an accident.

From the very start Kramer began to gain, and it was only frantic wavings and megaphone instructions from Macfarland that kept Clarke from being overtaken in short order. Neither man did any real sprinting, both of them sticking to hard grinding on the black line. At two miles the champion had gained about 50 yards and at four miles he was about 100 yards to the good, after which he began to go faster, preparatory to a closing-in dash. Kramer was the obvious winner, when Clarke's tire went flat and he had to stop. The time for the five miles was 10:34 $\frac{3}{5}$.

When Lawrence does not win an amateur race at Newark it is pretty sure to be Jacob Magin who takes it, the two sharing honors quite regularly. The San Franciscan did win the two-thirds mile amateur handicap, however, Magin being obliged to content himself with second, while Ernest Jokus captured third. Lawrence did not look like the winner until the last moment, as he had to come around and outspurt Magin in the stretch. He was unable to repeat the trick in the ten mile amateur, in which he ran fourth, while Magin, Courtney Peer and Jokus, all of them members of the National Turnverein, finished one, two, three.

Taking advantage of a start from the 260 yard mark, Frank Caldwell, of Hartford, Conn., made an early sprint in the two miles "pro" handicap and gained such a lead that the pack was not able to run him down before he finished. He played all alone and his gameness resulted in a surprise for the others, who, while observing his lead of half a lap, relied upon his having to fall

back. He came in 20 yards ahead of Root, who led the bunch in the sprint, after Fenn had done the heavy work. In the three miles "pro" open, it was Root who worked for Fenn pulling him in front for the sprint, and himself riding in second, followed by Menus and John Bedell and Joe Fogler. The time was 6:07½. A five miles motorcycle race proved a walkover for Robert Schultz, against Hunter and King.

The summary:

Two-thirds of a mile, handicap, amateur—Won by Percy O. Lawrence, San Francisco; second, Jacob Magin, National Turners; third, Ernest Jokus, National Turners. Time, 1:16¾.

Two miles handicap, professional—Won by Frank J. Cadwell, Hartford, Conn (200); second, Eddie F. Root, Boston (25); third, Edward Rupprecht, Newark (80); fourth, Fred Hill, Boston (100); fifth, Peter Drobach, Boston (100). Time, 4:58¾.

Five miles motorcycle race, professional—Won by Bob Schultz; second, James Hunter, Newark; third, John King. Time, 6:08¾.

Australian pursuit match race—Won by Frank L. Kramer, East Orange; second, A. J. Clarke, Australia. Time, 10:34½. Distance, five miles.

Ten miles open, amateur—Won by Jacob Magin, National Turners; second, Courtney Peer, National Turners; third, Ernest Jokus, National Turners; fourth, Percy Lawrence, San Francisco. Time, 23:04½.

Three mile open, professional—Won by William S. Fenn, Bristol, Conn.; second, Edward F. Root, Boston; third, Menus Bedell, Newark; fourth, John Bedell, Newark; fifth, Joseph A. Fogler, Brooklyn. Time, 6:07½.

Cuban Gives Florida Crack a Surprise.

Joe D. Hanna, Florida's crack bicycle rider, lost out on Monday, 5th inst., to G. Cantos, a Cuban, when the latter easily won the nearly 10 miles race at Ballast Point, Tampa, Fla. Hanna thought he would have such a soft time that he did not take the trouble to train. The Cuban, however, was in good condition and showed Hanna that hereafter he will have some real competition. The race was very fast, as the distance, nearly 10 miles, was covered in 21 minutes. The first eight riders to finish were: First, G. Cantos; 2, Joe D. Hanna; 3, M. H. Rowe; 4, George Stephens; 5, A. C. Hicks; 6, Felix Arduengo; 7, Carlos Torres; 8, P. L. Houston.

Cyclists Mix with Runners at Revere.

Tom Connolly won the 10 miles scratch bicycle race at the Revere Beach (Mass.) saucer track Saturday night last, 3d inst., after a hard fight against R. La Montague. The race was a feature of a foot race meet and the special mile prizes kept the field in motion all the while. Cornelius Connolly set a hard pace in the final mile, apparently doing "donkey work" for his brother. La Montague and Hayes tried hard to beat Tom Connolly, but had to drop back on the last lap. Time, 25:21½.

CARMEN SPRINGS A SURPRISE

Long Islander Captures Mile Amateur Championship in Exciting Race—Real Contests Mark Meet at Clifton.

When Clarence Carmen, the lanky Jamaican—not the West Indian, but the Long Islander—won the mile amateur championship of America, at the Newark (N. J.) Velodrome Wednesday night, 7th inst., he caused just about as much local excitement as would be occasioned should Professor Pickering at some time should get into communication with Mars—perhaps more.

Carmen has this season been "putting over" with monotonous regularity at the Clifton Stadium, but a lot of Newarkers, and New Yorkers as well, mistakenly imagined that it was because of the easy picking. How the dope does go wrong sometimes! The mile on Wednesday night was the first of the series of races that go to make the national championship, the scoring being upon a basis of points—five for first, three for second, two for third, and one for fourth. Because of the rivalry between several metropolitan organizations to gain the championship it was known that the racing would be keen, particularly to score first blood. Lawrence has just joined the Roy Wheelmen and it was no secret that Steinert, another member of this club, intended to assist Lawrence. Therefore a fight between the Roy Wheelmen and the National Turners was anticipated, it being nearly sure that Magin would qualify, and possibly another Turner. No one even considered Carmen. But again the dopesters frequently miss the target. And this is how it happened:

The race was a hummer all through the trial and semi-final heats, which left Lawrence, Magin, Carmen and Steinert for the final heat. In drawing for positions Steinert got the pole, with Magin next, Carmen and Lawrence being on the outside. Steinert took the lead at the start, followed by Carmen, Lawrence and Magin. The first two laps passed slowly, but at the beginning of the third lap the unexpected happened. Carmen suddenly unwound a sprint and opened a wide gap. He slowed in a little while and the others caught him.

Lawrence made his mistake at the bell lap, when Steinert went up front, unwinding fast. Instead of getting on Steinert's wheel, Lawrence remained back of Magin. On the back stretch Carmen set sail, passed Steinert and led into the homestretch. Magin tried hard, but just barely beat out Steinert for second place. The unusual sight of Lawrence finishing last was so remarkable that the "fans" could not understand it at first. Then it slowly dawned upon them that Clarence Carmen is a most prominent contender for championship honors.

Although defeated in the championship

Lawrence rode like a real champion in the half mile handicap, which he won from scratch in the fast time of 59 seconds. Magin, from 10 yards, was second and Champion Carmen third.

There was considerable jockeying in the preliminary heats of the two miles professional repechage handicap, but the close finishes brought the crowd to their feet. Kramer was on scratch in the final heat, with Clarke on 25 yards and Fogler on 45. In three laps the low markers bunched, but Kramer showed signs of distress and it devolved upon Fogler to get the back markers up. Halstead, Drobach, Menus Bedell and Schlee was the order at the bell, with Fogler, Clarke and Kramer next. Kramer couldn't stand the sprint, while Fogler slowed in the back stretch. Clarke hesitated about going up and when he did make up his mind he found the task a hard one. Entering the stretch he was fifth, but by a great sprint around the bunch managed to get second, Menus Bedell showing some real speed at the tape that gave him the victory by a half wheel. Halstead was third and Schlee fourth.

The 25 miles motor paced race between Root, Anderson, Mitten and John Bedell was uninteresting. Root had things his own way from the start and won by one lap less than three miles over Bedell and four miles over Anderson. Mitten was compelled to quit because of a punctured tire on his pacing machine, ridden by Hunter. The latter fell, but was unhurt. Anderson and Bedell both lost some ground because of punctures. The summaries:

One mile national amateur championship—Won by Clarence Carmen, National A. C.; second, Jacob Magin, N. T. V. W.; third, Jerome Steinert, Roy W.; fourth, Percy O. Lawrence, Roy W. Time, 3:59.

Two miles repechage handicap, professional—Won by Menus Bedell, Newark (200); second, A. J. Clarke, Australia (25); third, Alfred Halstead, Sacramento (160); fourth, Charles Schlee, Newark (230); fifth, Fred Hill, Boston (125). Time, 3:43½.

One-half mile handicap, amateur—Won by Percy O. Lawrence, Roy W. (scratch); second, Jacob Magin, N. T. V. W. (10); third, Clarence Carmen, National A. C. (25). Time, 0:59.

Twenty-five miles motor paced, professional—Won by E. F. Root, Melrose, Mass.; second, John Bedell, Newark; third, N. M. Anderson, Denmark; fourth, W. L. Mitten, Davenport, Ia. Time, 30:19¾.

Home Talent Wins at Danvers.

George R. Watson, of Danvers, Mass., won the bicycle road race held in that city on July 5th. J. S. Emoine was second, William Riley third and J. Smith fourth. First time prize was won by Emil Breakehan, Lawrence, and second by G. D. Soucy, Salem. The distance and time is not stated. A motorcycle race also was one of the features of the celebration and it was taken by Stafford Hennigar, Danvers.

DIVERSIFIED SPORT AT TOPEKA

**All Sorts of Races for All Sorts of Riders
Mark Independence Day—Horseless—
Parade Also a Feature.**

Nearly 5,000 persons saw W. D. Morrison, of Lawrence, Kan., riding a belt driven Indian, win the 25 miles free-for-all race which constituted the feature of the big motorcycle and bicycle meet at the Topeka, (Kan.) fair grounds track on Monday afternoon, 5th inst.

The meet, promoted by the very much alive Topeka Motorcycle and Bicycle Dealers Association, was by far the most successful athletic meet ever held in that city, and was perhaps the largest race meet held in the middle west this season. Taking the form of a Fourth of July celebration the meet began at 10 a. m., with a big parade, six blocks long, which made a round trip of Kansas avenue and then went west to Topeka avenue, thence heading for the fair grounds. Nearly every form of conveyance which runs on wheels and does not require a horse to pull it, was represented in the line of march. The band was carried in four big automobiles, and then came the decorated motorcycles, with their riders in uniform. These were followed by about 200 decorated bicycles, and then freak machines of all descriptions. The races started at 1.30 o'clock and from that time until 6 o'clock there was not a dull moment. The officials worked well and the races passed off with such a snap and competition was so keen that the Topeka public is hoping the association will soon conduct another such excellent meet.

In point of interest the 25 miles free-for-all motorcycle race, coming last on the program, held the center of the stage. Eight riders started and there were scrappy brushes from start to finish. Morrison finally won out from Jones, with Longren a close third. All rode Indians.

The three miles novelty, in which the riders were required to stop and remove the switch key or disconnect the magneto at every half mile, went to Longren. Elliott running second and Norton third. Morrison scored a second victory in the one mile free-for-all, Elliott being the runner-up and Jones showing for a place. In the five miles event Longren romped home with the prize, while Jones scored another second. As in the preceding events the first second and third men rode Indians. In the three miles scratch for $2\frac{1}{4}$ horsepower machines, Ralph Cooper, on a Thor, finished first, and in a race at the same distance for belt driven singles, Cooper scored another first, this time on a Harley-Davidson.

In the bicycle events, C. Schutte showed that he has a winning pair of legs by winning the three events in which he was eligible—the half mile for riders over 17, the half mile with coaster brake, and the mile

free-for-all. The boys' race at one-half mile was taken cleverly by William Hall, with C. Nettles second.

One event that was much appreciated by the crowd was the half mile for dealers, and Topeka's tradesmen showed that they can ride equally as well as they can sell and repair bicycles. E. J. McDowell proved the speediest sprinter by defeating M. E. Harding and George Brummitt in the order named, by a narrow margin. The summaries:

Three miles, $2\frac{1}{4}$ horsepower machines—Won by Ralph Cooper, Thor; second, R. V. Williams, R-S; third, C. J. Robinson, Indian. Time, 6:57.

One-half mile bicycle, 17 years and over—Won by C. Schutte, Pierce; second, G. Reuter, Pierce; third, L. B. Smith, Iver-Johnson. Time, 1:16.

Five miles, for 5 and 6 horsepower machines—Won by A. K. Longren, Indian; second, F. M. Jones, Indian; third, J. F. Donaldson, Indian. Time, 7:15 $\frac{3}{4}$.

One mile bicycle, free-for-all—Won by C. Schutte, Pierce; second, G. Reuter, Pierce; third, William H. Hall; fourth, William Crittenden. Time, 2:44.

One mile time trials, free-for-all—Won by W. D. Morrison, Indian; second, C. G. Elliott, Indian; third, F. M. Jones, Indian. Times, 1:21 $\frac{1}{2}$, 1:24, and 1:24 $\frac{1}{2}$.

One-half mile bicycle, with coaster brakes—Won by C. Schutte, Iver Johnson; second, G. Reuter, Pierce; third, J. Harmonson; fourth, J. McCarthy. Time, 1:23 $\frac{3}{4}$.

Ten miles, single cylinder machines—Won by C. Miller, R-S; second, R. Cooper, R-S; third, L. Bell, Excelsior. Time, 17:04.

One-half mile bicycle, 16 years and under—Won by William Hall, Tribune; second, C. Nettles, Racyle; third, P. Cowgill, Racyle. Time, 1:22 $\frac{1}{2}$.

Three miles, single cylinder belt-drive machines—Won by C. G. Elliott, Indian; third, K. Norton, Indian. Time, 5:55 $\frac{1}{4}$.

One-half mile bicycle, for dealers—Won by E. J. McDowell, Racyle; second, M. E. Harding, Reading Standard; third, George Brummitt. Time, 1:26.

Three miles, single cylinder belt-drive machines—Won by Ralph Cooper, Harley-Davidson; second, L. Bell, Excelsior; third, Claude Miller. Time, 4:53.

Twenty-five miles, free-for-all—Won by W. D. Morrison, Indian; second, F. M. Jones, Indian; third, A. K. Longren. Time, 32:07.

Adee Denies Alleged "Conversion."

Some one has been "playing horse" with our local contemporary. The joker told it that D. M. Adee, president of the National Cycling Association, had become a motorcyclist, and forthwith it editorialized on "the notable conversion," which might be fine were it true—which it isn't.

"If I have become a convert—if ever I owned or rode a motorcycle—it must have been in a dream which I can't recall," Adee remarked, when he was informed of his "conversion."

BROOKLYNITE FIRST AT RAHWAY

**Carl Ericson Rides a Great Race in Annual
25 Miles Handicap—Hawkins Wins
the Time Prize.**

Carl Ericson, of the Empire City Wheelmen, Brooklyn, scored a brilliant victory on Monday afternoon last, 5th inst., when he won the fifth annual 25 miles Rahway handicap road race, held in the New Jersey City of that name. Although having a handicap of only two minutes, Ericson rode a great race, cutting down the lead of the long markers and defeating Sherman C. Haberly, of Plainfield, and Lawrence G. Hoppe, the old New York State champion of many years ago, in the final sprint.

The race was run under the auspices of the Pierce Cycle Club of Rahway, N. J., of which James McCollum is the leading spirit, and it was the most successful ever held in that city. Sixty-three riders started, more than half of whom finished.

St. George avenue was the course, and it was crowded with spectators. The riders started and finished in front of Donnell's Hotel, the turning point being at Bauer's, near Elizabeth. This course was covered three times to make 25 miles, and despite the six turns there were not many falls, and, indeed, but one accident.

J. B. Hawkins, Century Road Club Association, and P. C. Heidrich, Dobbs Ferry, N. Y., were the honor markers and they accounted for the first two time prizes. Ericson, who won the race and with it a Columbia racing bicycle, taking third time prize. Hawkins covered the distance in 1 hour 6 minutes and won a Crawford bicycle. Haberle got a Racyle bicycle for finishing second, and the third prize, a Royal bicycle, was carried home by Hoppe.

Preceding the big event a mile scratch race for boys was run, in which there were three entries—Hallern, Cooper and Hughes. Hallern's chances were good until near the finish, when he collided with one of the officers on duty and was thrown from his bicycle, but without injury. Cooper won, with Hughes a close second.

Following is the order of finish of the first 25 men in the 25 mile handicap:

First, Carl Ericson; 2, S. C. Haberle; 3, L. G. Hoppe; 4, C. S. Bird; 5, J. W. Harris; 6, William Alworth; 7, H. R. Brown; 8, P. Sorensen; 9, A. B. Dunham; 10, H. F. Misiner; 11, R. Guttridge; 12, J. B. Hawkins; 13, J. Orlando; 14, P. Demans; 15, P. C. Heidrich; 16, J. Becht; 17, M. Gillman; 18, A. G. Askey; 19, D. Gordon; 20, Frank Weber; 21, G. Simons; 22, Roy Condron; 23, John Langton; 24, J. S. Askey; 25, J. Todd.

O'Brien an Independence Day Winner.

John O'Brien won the 5 miles bicycle race at the annual Independence Day sports of the Glen Cove (N. Y.) Catholic Club on Monday. His time was 17:05 $\frac{1}{2}$.

HABERLE IN HURRICANE FINISH

He Captures Diamond Handicap Road Race at Plainfield—Also Wins the County Championship Event.

In the presence of hundreds of spectators, among whom were the Mayors of Plainfield and North Plainfield, S. C. Haberle, of the Plainfield Cycle Club, riding from the 1:30 mark, won the 10 miles diamond handicap road race, which constituted the feature event of the bicycle races which formed part of the Charter Day celebration at Plainfield, N. J., on Wednesday last, 7th inst. With seven men bunched, nearing the tape, Haberle unwound a hurricane sprint, and led the field over the line by 30 feet. His time was 29:03. Robert Guttridge, of Plainfield, was second, and the other five riders in the first division made a blanket finish, being bunched so close that the judges had difficulty in picking them. Carl Erickson, Empire City Wheelmen, riding from scratch, won the time prize in 28:58. All of the prizes were diamonds, the first being a \$50 diamond ring. As no man could receive more than one prize, Erickson, by winning time prize, automatically eliminated himself from the place awards, and all who finished below eleventh position were moved up one notch.

Of but slightly less interest than the main event was the one mile race for the championship of Union County. Haberle, who won the title at Westfield, N. J., on August 8th, last year, repeated his performance, and retains the honor for another twelve month. Guttridge put up a hot fight for the coveted laurels, but Haberle had plenty of steam and did not allow him to go by. Courtney Peer was third. Edward Simon captured the two miles race for boys in 5:08. Louis Kohn, who finished second, was disqualified for accepting pace, and his position was given to Princeton Archbold, the third man. By means of Archbold's promotion, the other survivors were each moved up one notch. In the one mile match between A. B. Dunham and E. S. Bird, run in three heats, the latter won the first heat in 2:35, Dunham took the second in 3:53, and the final and deciding heat went to Bird in 3:05. The management conducted the affair in a prompt and efficient manner, which made it solid with the spectators. The summaries:

Ten miles, diamond handicap—Won by S. C. Haberle, Plainfield C. C. (1:30), 29:03; second, Robert Guttridge, Plainfield (1:30), 29:03½; third, E. S. Bird, Plainfield (1:30), 29:04; fourth, Arthur Askey, New York (2:00); fifth, S. Benichasa, Empire City W. (2:00); sixth, F. Nehrman, Empire City W. (2:00); seventh, A. B. Dunham, Plainfield C. C. (1:30); eighth, George Adams, Plainfield C. C. (1:30); ninth, H. F. Missimer, Empire City W. (2:00); tenth, J. M. Hoey, Maplewood, N. J. (2:00); elev-

enth, Courtney Peer, N. T. V. W. (scratch); twelfth, Clarence Carman, Jamaica (scratch). Time prize won by Carl Erickson, Empire City W. (scratch), 28:58.

One mile championship of Union County—Won by S. T. Haberle, Plainfield C. C.; second, Robert Guttridge, Plainfield; third, Courtney Peer, N. T. V. W. Time, 2:15.

Two miles, for boys—Won by Edward Simon; second, Princeton Archbold; third, William Simon. Time, 5:08.

One mile match, between A. B. Dunham and E. S. Bird, both Plainfield C. C.—First heat won by Bird, time, 2:35; second heat won by Dunham, 3:53; third heat won by Bird, 3:05.

Young Bird Proves a Fast Flyer.

After being practically at a standstill for many years bicycle racing was revived with a flourish on Wednesday evening, 30th ult., at St. Paul, Minn., when the 10 miles handicap race around Lake Como, under the auspices of the Twin Cities dealers took place.

Harry Bird, the 16 years old son of Thomas Bird, a local bicycle dealer, and former champion of the State, proved that "it's in the blood" by winning the race in 31 minutes 40 seconds. Oliver Distad, of Desmith, N. D., finished second, his time from scratch being 29:40.

The race was highly exciting from start to finish and drew a much larger crowd than was anticipated, several thousand people being lined up along the ideal course. Thirty-five riders started and positions changed frequently. The outcome was in doubt until the finish and the entire park special police force had a busy few minutes as Bird and Distad came dashing down the homestretch for the finish. Both Bird and Distad sprinted like veterans, but the local youngster had the speed and won by six inches. Following is the order of finish:

1, Harry Bird (3 minutes), 31:40; 2, Oliver Distad (scratch), 29:40; 3, Louis Nelson, (2) 30:46; 4, C. W. Hume (2), 30:46½; 5, F. A. Carter (4); 6, R. A. Blankenhov (4); 7, Al. Clark (2); 8, H. Swenson (2); 9, Chester Clarkson; 10, Louis Johnson; 11, Albert Chambers; 12, Harry T. Homer; 13, Henry Jensen; 14, H. H. Holmes; 15, E. F. Fease; 16, Frank Bruggeman.

Moore Wins Heat Race at Trenton.

A 5 miles bicycle race, run in mile heats and a final, proved the most diverting feature of the athletic games at Morgan Field, Trenton, N. J., Monday afternoon last, 5th inst. Edward Petty won the first heat from Norman Heil in 2:47. The second heat brought a close finish between S. A. Moore and R. Decker. Time, 2:48. In the final heat Moore managed to defeat Petty by a narrow margin, the time being 15:03¾.

Gates in Fighting Finish at Groton.

Joe Gates finished first in the mile bicycle race at Groton, Mass., Monday afternoon last, 5th inst. John Moyle gave him a hard tussle for the prize, but had to be content with second place.

VANONI MAKES MATCH A RUNAWAY

Italian Leaves Logan and Cadwell Trailing Far Apart at Clifton—Turville Forfeits Race to Derosier.

P. F. Logan, of South Boston, and Frank Cadwell, of Meriden, proved no match for Charles Vanoni, the Italian rider, in their 20 miles motor paced match at the Clifton (N. J.) Stadium Sunday afternoon last, 4th inst. Vanoni, who was paced by Turville, finished three laps ahead of Logan, while Cadwell was the same distance behind the Bostonian. Vanoni covered the 20 miles in 30 minutes 59¼ seconds.

Charles Turville presented Jacob Derosier with first money in their match pursuit race. Turville managed to win the first heat in 2:09¼, but Derosier got the second in the fast time of 2:00¾. When the final heat was called Turville evidently was stricken with cold feet for he refused to ride, thereby forfeiting the race to Derosier. The latter also rode a half mile exhibition, covering the three laps in 28½ seconds.

Jerome Steinert, of the Roy Wheelmen, made his debut and in an auspicious manner. He won his trial and semi-final heat and managed to take Beyerman's measure in the final. Joe Mesigal, of Chicago, was third and Ernest Jokus, fourth.

Nine added starters appeared for the two miles handicap and some of them received very grievous handicaps. Carmen was the only scratch man who made an effort to overhaul them and he rode into fourth place in the final heat. William Morton, with 210 yards, won the race. Ed Weisser, 175 yards, was second, and Tommy Young, 225 yards, finished third. The summaries:

Twenty miles motor paced, professional—Won by Charles Vanoni, Italy; second, P. F. Logan, South Boston; third, Frank Cadwell, Meriden. Time, 30:59¼.

Two miles handicap, amateur—Won by William Morton, N. T. V. W. (210); second, Ed. Weisser (175); third, Tommy Young (225); fourth, Clarence Carmen, National A. C. (scratch). Time, 4:28½.

Two miles motorcycle match pursuit, professional—First heat won by Charles Turville; second, Jacob Derosier. Time, 2:09¼. Second heat won by Derosier. Time, 2:08¾. Third heat and match won by Derosier, Turville forfeiting.

One-half mile against time—By Jacob Derosier. Time, 0:28½.

One-half mile scratch, amateur—Won by Jerome Steinert, Roy W.; second, Adam Beyerman, Mohawk A. C.; third, Joseph Mesigal, Chicago; fourth, Ernest Jokus, N. T. V. W. Time, 1:06¾.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

VETERANS IN FRONT AT SALT LAKE

Lawson and Downing Each Shows How to Win Races—Two Lively Meets with Honors Well Distributed.

Salt Lake City, June 30.—In lighting out for home at the proper moment Iver Lawson can still show the way to riders who are in other respects his equals or superiors, his finishing sprint again being evidenced in its old time form in the Lawson-Pye, Walker-Bardgett one mile team race which was the headliner in last night's program at the Salt Palace saucer. In the first heat Bardgett, with Walker on, jumped from behind, making such a quick job of it that both men landed at the line ahead of Pye and Lawson. In the second heat Bardgett jumped three laps from home but Lawson went around at the critical moment and romped in an easy winner. In the third, Bardgett delivered Walker to Lawson's rear wheel just as the latter was off for his scared-coyote finish, and Walker gave him desperate battle to the line, while the crowd went wild. Lawson reached the tape first, however, thus clinching the match. All of the heats were in fast time, well under 2 minutes for the mile, explained partly by the fact that Pye, who last week broke the 2 miles unpaced record, took more than his share of the pace making.

The back-markers were not able to get through in the mile "pro" handicap, the long-markers making a rush en masse at the finish. Wilcox, from 45 yards, captured first, with Hopper, Downing and Senhouse following. Walker won the unknown distance event, with Hopper second and Bardgett third. The amateur honors were divided among Hume, Brodbeck and Wright.

The summary:

Quarter mile dash, amateur—Won by J. B. Hume; second, Philip Wright; third, L. Thomas; fourth, Harold McCormack. Time, 0:29½.

One mile handicap, professional—Won by S. H. Wilcox (45); second, N. C. Hopper (50); third, H. K. Downing (30); fourth, Steven Senhouse (65). Time, 1:53½.

Two miles "scramble," amateur—Won by A. Brodbeck; second, Harold McCormack; third, Fred McCarthy; fourth, R. Diefenbacher. Winners of the half miles: McCarthy, J. A. McNeill, L. Thomas. Time, 3:56½.

Unlimited match pursuit race, amateur, between Philip Wright and E. Mayer—Won by Wright. Distance, 3 miles 6 laps 110 yards. Time, 8:07.

One mile team match race, professional—First heat won by Walter Bardgett and Gordon Walker against Iver Lawson and E. A. Pye. Time, 1:56½. Second heat won by Lawson and Pye. Time, 1:59. Third heat and race won by Lawson and Pye. Time, 1:57.

Unknown distance lap race, professional

—Won by Gordon Walker; second, N. C. Hopper; third, Walter Bardgett; fourth, Patrick Hehir. Distance, 1½ miles. Time, 2:51½.

Salt Lake City, July 3.—Anybody that mistakes "veteran" and "has-been" as being the same thing, needs some repairs in the vocabulary, as Hardy Downing made plain at the Salt Palace last night when, after losing his first heat in the match race with Patrick Hehir, he rode the speedy little Aus-



ERNEST A. PYE

tralian off his feet. Australia gained its share of the victories during the evening, however, as Palmer and Nesbit, representing that country, defeated Schnell and Williams in a team pursuit race. At the end of two miles Schnell gave up, but Williams continued alone in a vain effort to save the reputation of the land of the Stars and Stripes, finally succumbing to the pace-trading methods of his opponents. Gordon Walker captured the three-quarter mile handicap and the three miles lap race, adding further honors to the Australian column. In both events his winning was accomplished by brilliant bursts of speed which landed him in front by inches only. Iver Lawson was riding under the "Indian sign" and punctured in both events in which he entered.

Wright was the king pin of the amateurs, winning both the unknown distance lap race and the Australian pursuit race. In the former there was the liveliest spill that has taken place at the track this season, eight riders going down in a heap as the bunch came around for a rolling start. During the race three more went down, and after the race was over still another, riding all alone, took a spectacular header directly in front of the grandstand.

Match race, professional, between Hardy K. Downing and Patrick Hehir—First heat, half mile, won by Hehir. Time, 1:27½. Second heat, three-quarters mile, won by Downing. Time, 1:33. Third heat and match, one mile, won by Downing. Time, 2:01.

Three-quarter mile handicap, professional—Won by Gordon Walker (scratch); second, Saxon Williams (35); third, W. Palmer (30); fourth, F. E. Schnell (60). Time, 1:22½.

Australian pursuit race, amateur—Won by Philip Wright; second, L. Thomas; third, R. Diefenbacher; fourth, C. V. Herman. Distance, 2 miles 2 laps and 15 yards. Time, 4:48½.

Three miles lap race, professional—Won by Gordon Walker; second, E. A. Pye; third, N. C. Hopper; fourth, S. H. Wilcox. Lap winners: A. Crebs, 6; Burris, 4; W. A. Bardgett, Patrick Hehir, T. D. Morgan, 3; Brownell Carslake, 2; Benjamin Monroe. E. A. Pye, 1. Time, 5:56.

Unknown distance lap race, amateur—Won by Philip Wright; second, Harold McCormack; third, A. Brodbeck; fourth, J. B. Hume. Lap winners: A. Brodbeck, 11; R. Diefenbacher, 7; Franz Griguhn, 4; Philip Wright, 1. Distance, 3 miles. Time, 6:12½.

Team pursuit race, professional, Herbert Nesbit and W. Palmer against F. E. Schnell and Saxon Williams—Won by Nesbit and Palmer. Distance 3 miles 7 laps and 45 yards. Time, 7:49.

Mishawaka Sees an Exciting Race.

A 22 miles motorcycle road race proved one of the diverting features of the home coming, Independence Day celebration and general high jinks jubilee at Mishawaka, Ind., on Monday last, 5th inst. The course was from East Second street, Mishawaka, to near Elkhart and return, and to reduce the possibility of an accident the contestants were started at one minute intervals, while a racing automobile went ahead to clear the way.

Ten riders started, the first leaving promptly at 3 o'clock. The race was exciting, and although he did not finish first, Andrews, of South Bend, on an Excelsior, won, his time being 30 minutes 40 seconds. Yoder, of Elkhart, also on an Excelsior, who finished first, won second prize, his time being 31:03. The finishers:

1. Andrews, South Bend, Excelsior....30:40
2. Yoder, Elkhart, Excelsior31:03
3. Nicholas, South Bend, Thor.....32:05
4. Smith, South Bend, Thor.....38:05
5. Otoliski, South Bend, Yale.....39:15
6. Bentz, South Bend, Thor.....40:07

Yorkville Club Elects Officers.

The Yorkville Cycle Club, New York City, has elected the following officers: President, Arthur J. W. Eberhardt; vice-president, John E. Ulmer; secretary, Arthur O'Leary; treasurer, Robert Schlenger; captain, Irving Higgins; lieutenant, Fred Lindeman; chairman race committee, Charles H. Bahr.

BUTLER ADDS TO HIS LAURELS

Veteran American Rider Defeats Parent and Walthour—"Major" Taylor Also Wins in a Foreign Race.

Nat Butler, or more properly, Nathaniel Hawthorne Butler, as he was christened at Cambridge, Mass., about 42 years ago, really is the most phenomenal motorpaced rider in action today. About 10 years ago the critics said that Butler had outlived his usefulness as a bicycle rider, but the veteran Cambridge man scattered tradition to the four winds and today is riding stronger than ever. His career abroad this season has been truly remarkable. It has been a continued march of triumphs. He has suffered one or two defeats, due to punctured tires or misfiring motors, but taken all in all the American has managed to land the Stars and Stripes in front eight times out of ten. When it is considered that Butler, although more than 40 years of age, has this season defeated the champions of Germany, Belgium, Holland, France, and of the world, the consistency of his sterling performance may be appreciated. In a recent letter, an American friend asked Butler to what he attributed his continued good form.

The veteran American's reply, which was brief and to the point, contains some sage advice for young aspirants. It was:

"Common sense, which means clean living."

Butler's latest victory was accomplished at the seaport town of Scheveningen, Holland, on June 27, when he met and defeated Parent, the champion of France, and Walthour, twice holder of the world's championship. In the first heat of 25 kilometers, which Butler won in 23:04½, Parent finished three-quarters of a length behind. Walthour was third. The second heat was at 40 kilometers, which Butler won in 36:19. Parent finished the same distance behind as in the first heat, Walthour trailing by 426 yards.

Butler is not the only American who has scored triumphs abroad this season. The negro, "Major" Taylor, now seems to be in top-notch form and upon the same day that Butler won in Holland, the dusky American triumphed in a sprint race in Rouen, France. His opponents were Devoissoux and Hourlier, and Taylor won the first and third heats. Hourlier captured the second heat, but Devoissoux was the runner-up in all three heats, which gave him second place.

The Buffalo cup race, lasting 12 hours, which began at the Buffalo velodrome, Paris, June 27th, but which finished the following day because of rain, was won by Fetit-Breton. In the allotted time he covered 470 kilometers (291.87 miles), Leon Georget being second by 2½ kilometers. Shirley was third, Kranskens fourth, Trou-

selier fifth and Van Schoonoven sixth. De Mara was one of the starters but quit in the fourth hour.

Charles Vanden Born is the sprint, Verbist the motor paced, and Nohn the amateur champion of Belgium. The annual championships were decided at Brussels on June 27 and 28. The professional motor paced championship had an unsatisfactory ending as Arthur Vanderstuyft led at the 90th kilometer. A punctured tire on his pacing machine caused him to take a bad fall, and the result was that Verbist won out by seven laps. Platteau was third, Samson fourth and Yoan Goor fifth. Michaels was the runner up to Vanden Born in the professional sprint championship.

Pike Prunes an Old Road Record.

After standing since August 19, 1897, at 14 hours 34 minutes, the New York-Philadelphia and back record was broken on June 20th by seven minutes, Jesse R. Pike, a member of the New Jersey Division, Century Road Club of America, covering the distance in 14 hours 27 minutes. Pike rode a 92-gear Pierce bicycle. The ride was made so quietly, however, that it was not until last week that anyone, except those directly concerned, were aware that it had taken place.

The round trip distance from city hall to city hall is 200 miles. Four riders—Pike, Joseph Noe, Charles Hausenbauer and Charles Bahr—left New York City at 3.30 a. m., going to Newark via the Plank Road. The riders kept together until Cranbury was reached, when Bahr stopped for something to eat. The other three stopped at Trenton. Bahr passed, the others overhauling him at Frankford, 10 miles from Philadelphia. Upon the return trip Charles Hausenbauer had tire trouble near Trenton, and Bahr stopped with him. Noe gave up ten miles outside of Trenton, and after getting under way again Bahr threw up the sponge at 150 miles, Charles Hausenbauer, being compelled to quit a little later because of tire trouble. Pike finished alone in the time stated. Fred E. Mommer, George Hausenbauer, Herman Geiler, Emil Fraysee, William Russell, James Malone, and other riders assisted in pacing.

New World's Unpaced Road Record.

Harry Green, a noted British road record breaker, has added another plume to his bonnet by breaking the world's unpaced road record for 50 miles by 5 minutes 44 seconds, covering the distance in 2 hours 1 minute 2 seconds. Green's remarkable feat was made on June 23, the course being laid out from Hitchen to Peterborough, England. After completing the 50 miles Green made an attempt to break the 100 miles record, but storms intervened. Green rode a bicycle weighing 26¾ pounds, fitted with a three speed gear. His time, which is remarkable for unpaced riding, is the fastest that has been made on the road since 1895 when A. E. Walters covered 50 miles in 1:55:50. Walters, however, was paced.

BOYD VICTOR IN CHALLENGE RACE

He Defeats Armstrong in 100 Miles Motorcycle Contest at Denver—Tragic Accident Cuts the Racing Short.

G. R. Boyd, riding an Indian motorcycle, won the 100 miles challenge race from E. W. Armstrong, Excelsior, at the Overland Park track, Denver, Col., Saturday last, 3d inst. This was the feature event of a program which was terminated abruptly because of a tragic accident.

Boyd and Armstrong began their 100 miles race at 12.15 p. m., the former taking the lead at the start and gaining several laps until the 20th mile, when he lost one lap through ignition trouble. In the 35th mile Boyd suffered a puncture and lost four miles. Armstrong then gained three miles, but lost the advantage gained, once Boyd got moving again. The latter was the most unconcerned man on the grounds, finding time to smoke as he rode. At the finish Boyd led by about 5 miles, the time for the century being 2 hours 2 minutes 21½ seconds.

Following the 100 miles match the five miles open was called, and seven riders—George Michel, Indian; C. B. Hoffman, Indian; A. W. Stratton, Excelsior; Ben Akers, Excelsior; Charles Boyle, Excelsior; Victor Anderson, Apache, and Joe Walter, Apache—lined up for the start.

Michel got a poor start, but gained on the leaders until near the three-quarters pole. Three riders then were fighting it out neck and neck for the lead, thus effectually blocking the riders in the rear. Michel dropped back a little way and then attempted to go around on the extreme outside. Whether the dust raised by the other riders blinded him or not never will be known, but Michel suddenly veered to the right and shot into the fence. The impact was so great that his side was crushed and a rib and long splinter pierced his heart. Three of the riders immediately slowed up and hurried back to the prostrate Michel, but death had been instantaneous. The other three—Stratton, Walter and Boyle—not knowing there had been an accident, continued and finished in the order named, the time being 5:28¾. Michel was 23 years old, and although this was his first racing season, he was considered a skillful rider.

Struber First in Empire City Race.

Jacob Struber, riding with 3 minutes handicap, won the 15 miles Independence Day handicap road race promoted by the Empire City Wheelmen, of Brooklyn. John Becht and C. H. Mohrman, from the same mark as Becht, finished second and third. William Rhodes, 5 minutes, was fourth, and A. E. Rhodes, 3 minutes, fifth. Time, 43:15. The scratch men, Orlando, Erricson and Fisher, were unable to overcome the lead given the long markers.

RARE SPORT FOR THE TARHEELS

First Meet of Elizabeth City Motorcycle Club a Big Success—Two Victories for a Local Rider.

Elizabeth City, N. C., a staid old southern city, never had so much excitement crowded into such a short space as Monday last, 5th inst., when the Elizabeth City Motorcycle club held its first race meet at the Albemarle Park track.

There was almost as much interest in the motorcycle racing as is evidenced in the yearly elections and the visiting riders made themselves popular with the people. The motorcycle is a new machine to the horses in that section of the country and the action of the visiting riders in exercising unusual care in passing horses on the street, was the occasion for compliments on all sides, and gave the sport an impetus that means a great deal in a decidedly "horsey" community.

Although the track was small the races were highly exciting and the 1,500 people who had their first taste of motorcycle racing left Albermarle Park with the opinion that motorcycle racing is the most exhilarating sport ever. The weather was ideal and the track in good condition, and the policing was all that could have been desired.

D. M. Cheatham, of Norfolk, started the ball rolling by winning on his $3\frac{1}{2}$ horsepower Indian the unlimited pursuit for Norfolk and Elizabeth City riders. Cheatham did some nervy riding and was liberally applauded for his splendid ride. He had to ride $7\frac{1}{4}$ miles to win.

The events that created the greatest enthusiasm were two unlimited pursuit matches between "Chic" Thomas, of Baltimore, and J. Boyd Anderson, the local flier. Both men were mounted upon 5 horsepower Indians. In the first race Thomas had the crowd on their feet by the reckless manner in which he rushed the curves, and the race was only brought to a close when the Baltimorean overhauled and passed Anderson at $10\frac{1}{2}$ miles.

In the second race Anderson apparently had got his stride, and by extraordinary work on the turn and flashes of speed in the stretches he steadily overhauled his rival and passed him at the tape amid a deafening roar of applause from the home-roots.

In the 5 miles handicap, Mangold started from scratch on a $3\frac{1}{2}$ horsepower Indian. Cheatham had 10 seconds and contested every foot of the way, but was defeated by the Washington man in the home stretch. In the trial for a track record, Anderson put the mark at 1:21.

The summaries:

Unlimited pursuit—Won by D. M. Cheatham, Norfolk, $3\frac{1}{2}$ Indian. Distance $7\frac{1}{4}$ miles. Time, 12:00.

Unlimited match pursuit—Won by "Chic" Thomas, Baltimore, 5 Indian; second, J. Boyd Anderson, Elizabeth City, 5 Indian. Distance, $10\frac{1}{2}$ miles. Time, 15:24½.

Five miles handicap, open—Won by Edward Mangold, Washington, $3\frac{1}{2}$ Indian (scratch); second, D. M. Cheatham, Norfolk, $3\frac{1}{2}$ Indian (0:10); third, J. Boyd Anderson, Elizabeth City, $3\frac{1}{4}$ Thor (0:15). Time, 7:33¼.

Unlimited match pursuit—Won by J. Boyd Anderson, Elizabeth City, 5 Indian; second, "Chic" Thomas, Baltimore, 5 Indian. Distance, 5 miles. Time, 7:11¾.

One mile scratch, for $2\frac{3}{4}$ horsepower machines—Won by J. A. Addenbrook, Norfolk, R-S; G. L. Daniels, Norfolk, Light; third, C. W. Gerloff, Norfolk, Indian. Time, not taken.

One mile against time—By J. Boyd Anderson. Time, 1:21.

Vincon Wins Indianapolis Road Race.

J. C. Vincon, with an allotment of 3 minutes handicap, won the Independence Day handicap road race, promoted by Indianapolis dealers on Monday last, 5th inst. Vincon covered the course in 31 minutes 59 seconds, beating C. C. Schinder, who started from 5 minutes, rather easily.

The race was the most successful that has been held in Indianapolis in many years, and attracted both a large list of riders and spectators. The race was made over the old Broad Ripple course, and was open only to Marion county riders. The course started from Thirty-fourth and Meridian streets and went north to Forty-second street, then east to Central avenue, out Broad Ripple to the second road east of the park and then down to the fairgrounds on Thirty-eighth street to the starting point.

George Keel, an honor marker, won the time prize, although he did not get among the place prizes. He covered the course—a little more than 10 miles—in 30 minutes 24 seconds.

Following is the summary:

	Hdcp.	Time.
1 J. C. Vincon	3	31:59
2 C. C. Schinder	5	34:05
3 O. Troutwines	5	34:50
4 Ray Lace	4	33:58
5 C. Hamlet	2	32:29
6 Charles Winehell	4	34:41
7 Carl Welch	3	34:17
8 W. Hoffman	3	35:14
9 J. O. Worley	2	32:24
10 P. Woodruff	4	36:29
11 Fred Thompson	1	33:44
12 C. Waswig	2	34:47
13 J. W. Smith	3	35:59
14 John Ellis	4	37:24
15 J. Brepine	3	33:47
16 B. Schober	2	36:15
17 L. Reed	5	40:08
18 J. D. King	1	36:35
19 A. Loveless	5	40:38
20 E. S. Hunt	3	38:44
21 R. Jenkins	1	37:05
22 F. Hacker	5	41:10
23 C. A. Deerberg	4	38:14
24 R. Beehinger	4	40:47
25 E. Lutz	3	40:48
26 H. Farrell	3	41:08
27 A. Meyers	4	42:37

BIRMINGHAM RACEMEET A BUNGLE

Sweltering Crowd Has to be Content with Improvised Events—Stubbs Betters His Record for Five Miles.

Several thousand people journeyed out to the fair grounds track at Birmingham, Ala., Monday afternoon last, 5th inst., hoping that something exciting would happen in the motorcycle and bicycle events that were run there, but they waited in vain; for the most thrilling sight the day afforded was constant mopping of perspiring brows.

Robert Stubbs was there with his stable of racing Indians, and as usual defeated everything brought against him except in one event. The other heralded motorcycle riders who were to meet him failed to materialize. A strange condition of affairs existed. Neither the starter or manager knew the names of but one or two of the entrants. The men slated to be official scorers and timer could not be found, while the judges were objects of mystery. Then the program was not followed, and no one knew what was what, or who was who. It appeared more like a schoolboy affair in which one would step out and say, "Come on, Buddy. I'll race you."

"Ped" Hickman and Richard Gayle were scheduled to meet Stubbs in a five miles race, both having had special motorcycles built for the purpose. Neither of them would race, however, and Stubbs rode an exhibition, making five miles in 4:55½. His former record for the track was 5:05, which was faster than any motorcycle or automobile has ever traveled on this track. Stubbs rode a 5 horsepower Indian. His fastest mile was 59 seconds flat.

In the 15 miles handicap for stock machines, Meagher, from scratch, won in 16:53; Walthour was second in 20:40, and Joyce third, 20:43. In this event the managers apparently did not know how to run a handicap race.

The one mile bicycle sprint finished with Horton first in 2:35½, W. Beddow in 2:35½ and R. Beddow in 2:35¼.

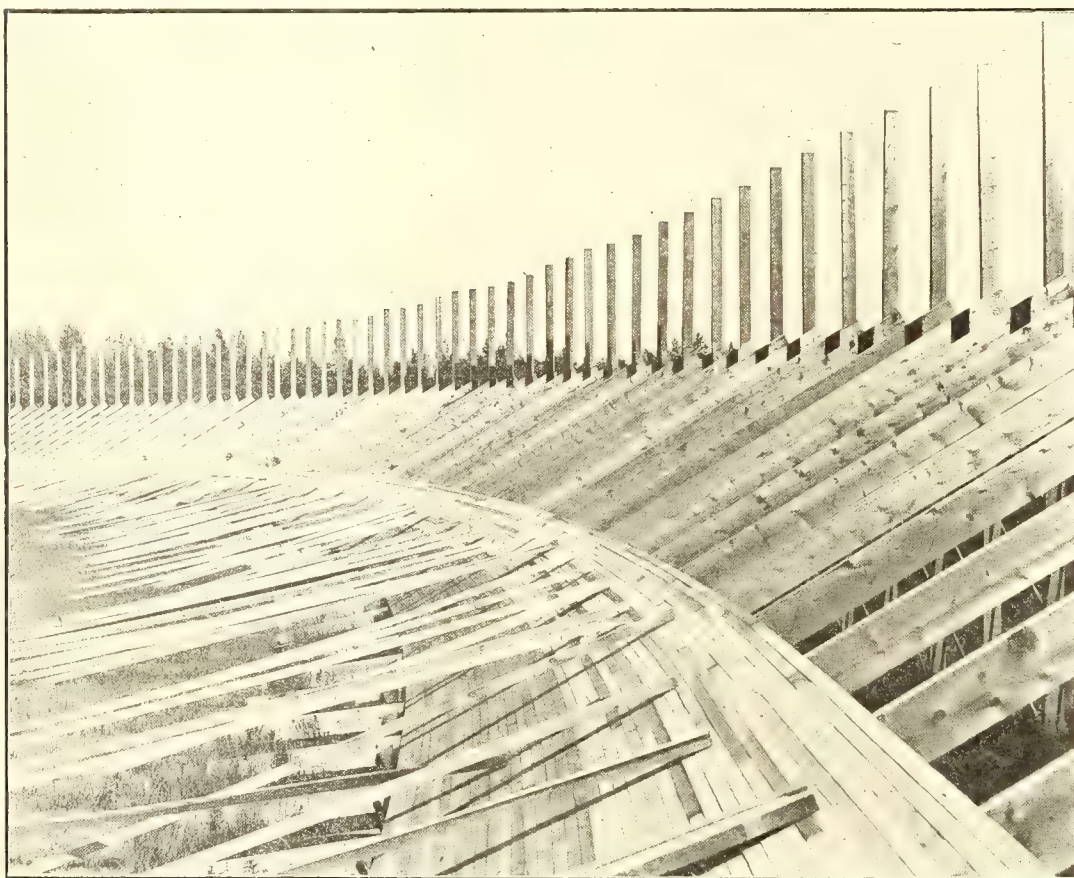
Through error the starter flagged the riders on the finish of the ninth mile in the 10 miles motor paced bicycle race. William Beddow, paced by Stubbs, was running first, with R. Beddow running second. They slacked up and broke pace, but the crowd yelled for them to go on. W. Beddow picked up his pace again and finished the tenth mile first. R. Beddow had dropped out, and Horton, who had been running way behind, but who didn't lose his pace on the ninth mile, finished a close second. It was announced that R. Beddow had finished second and an argument arose, the time keepers holding that Horton had won second place. Who will settle the matter is on place. Who will settle the matter thus placed in dispute is something not yet determined.

NEW TRACK NEARS COMPLETION

Work on Prince's Big Motorcycle Bowl at Springfield Well Advanced—Some Features of Its Construction.

Ocular proof that the three lap motorcycle track which Jack Prince is building at Springfield, Mass., is well under way toward completion is furnished in the accompanying photographic illustration which shows the general method of construction. The

left New York and Brooklyn Saturday afternoon, riding to East Islip, where a large portion of the evening was spent at a local picnic. Sunday they rode to Sag Harbor, spending the afternoon and night there, and returning Monday. The most amusing incident of the ride from Sag Harbor to New York was where several riders tried to ford a stream under a railroad bridge. All managed to ride through the water save Frank W. Bennett, whose wheel stuck in the mud, causing him to take an involuntary bath. Those who made the 240 miles trip



SHOWING METHOD OF CONSTRUCTION OF SPRINGFIELD MOTORCYCLE TRACK

track, which will be inaugurated July 24, will be unique in that it will be in the form of a true circle, 560 feet in diameter on the inside, and measuring a full third of a mile in circumference at the pole line. All intricate problems as to the proper curves and banking turns into straight stretches are eliminated by reason of its being circular instead of elliptical, the track being banked at 40 degrees uniformly all around. The structure is located about three miles from the business center of Springfield, close to a trolley line, and will be provided with ample dressing room accommodations for the riders and great seating capacity for the spectators. The ground on which it is built is perfectly level, and in addition to motorcycle racing the immense amphitheatre will in its center afford an arena for baseball or football games and other forms of athletic sport.

Fourteen Complete Three Days Tour.

A thoroughly enjoyable though strenuous three days tour on Long Island was made by 14 members of the Century Road Club of America on Saturday, Sunday and Monday last, July 3d, 4th and 5th. The riders

were Emil Leuly, Charles F. Dusel, Alfred H. Seeley, Fred H. Mommer, George Hansenbauer, William H. Russell, F. L. Valiant, Clinton B. Walker, William H. Kirchner, Ralph Westervelt, I. Crook, Roger Colardeau and Frank W. Bennett.

Dunkirk Race Awarded to Manogg.

M. Keszowski, of Buffalo, took his name to Dunkirk, N. Y., on July 5th, and carried it in the Dunkirk Cycling Club's 20 miles bicycle road race. Despite the handicap he finished first, but evidently the burden was so great that he cut the course, for which he promptly was disqualified, the race being awarded to William Manogg, of Dunkirk, who had followed Kesz-etc., across the line. A. Schafer, of Dunkirk, was second; Charles Smitt, of Buffalo, third, and Al. Crushel, of the same city, fourth. The race was full of shafers, Charles, of that family, capturing the time prize in 60 minutes flat, beating out Henry Shafer by three-fifths of a second.

"The A B C of Electricity." Price, 50c. The Bicycling World Co., 154 Nassau Street, New York City.

BIG CROWD AT SANDUSKY MEET

Motorcycle Racing Inaugurated with Card of Six Events—Nixon Accounts for Half the Number.

The first annual race meet of the Upper Sandusky (Ohio) Motorcycle Association attracted a large crowd to the fair grounds half mile track near that city on July 5. The winners all rode Indian motorcycles. Two of the features were match races between S. W. Martin, a local rider, and Harry Nixon, of Dayton. Honors were even, each winning a match. The summaries:

One mile, under 20 cubic inches—Won by H. Steinbaugh, Upper Sandusky; second, Asa Conley, Morral; third, C. R. Brockets by. Time, 1:45.

Five miles, under 30½ cubic inches—Won by S. W. Martin, Upper Sandusky; second, Harry Nixon, Dayton; third, H. Steinbaugh. Time, 7:03.

Three miles, open—Won by Harry Nixon, Dayton; second, F. Shumaker, Upper Sandusky; third, H. Krough, Cincinnati. Time, 3:53.

Two miles, under 20 cubic inches—Won by Harry Nixon, Dayton; second, Asa Conley, Morral. Time, 3:25.

Five miles match—Won by Harry Nixon; second, S. W. Martin. Time, 6:19.

Five miles match—Won by S. W. Martin; second, Harry Nixon. Time, 6:16½.

Wray Encounters Connecticut Law.

W. H. Wray, Jr., the well known racing motorcyclist, who is now employed in a taxicab factory in Bristol, Conn., has run afoul of the law of that State. On Tuesday last, while riding a high powered machine, "coughing noise like a steam engine," according to the local description, he frightened a team of horses, the driver of which was thrown out of the vehicle and rendered unconscious. It is alleged that although the animals reared when he passed them he failed to stop or exercise proper precaution, and accordingly he later was identified and arrested for not exercising "reasonable and proper care," as required by the State law. He gave bail in the sum of \$200.

Three Tragedies in Holiday Week.

Three motorcyclists met tragic deaths during the past week. On the 3d inst. George Michel was killed during a race on the Overland Park track, Denver, Col.; on the Fourth, Paolo Norcio, of Washington, D. C., met death while traveling at a fast clip on the road near Baltimore; he was thrown in some way and fractured his skull; on the 5th, Walter M. Stark, who is described as "a motorcycle racer," was cut down by a train at Franksville, Wis.; he was one of a party of seven, several of whom had narrow escapes on the same occasion.

MOTORCYCLE MEET AT WICHITA

Big Crowd Sees Close Competition on the Fair Grounds Track—Bernard and Hockaday Divide Honors.

With a track, the turns of which were sandy as a soft beach, the 5,000 or less spectators who attended the motorcycle race meet at the Wichita (Kan.) fair grounds track on Monday, July 5th, did not lack for thrills. Despite the small track—it measuring two laps to the mile—fast times were the order of the day, and for a wonder there were no falls, although some of the riders careened dangerously in the sand at times. Honors were well divided, Harvey Bernard, of Milwaukee, scoring two firsts with his Harley Davidson, as did Ray Hockaday, who alternated with an Indian and a Thor.

Hockaday was Bernard's most stubborn opponent during the afternoon, and although he nearly fell several times on the turns, where he apparently gained, Bernard invariably pulled away from the Wichitan in the stretches.

One of the most exciting events of the day was the five miles for twin cylinder machines. With the crowd standing and voicing its approval, C. D. Andrews and Hockaday put up a nip and tuck contest. Then Hockaday opened a gap and apparently had a safe lead when he hit the turn on the last mile. He wobbled and put out his left leg to balance himself. Before he could recover his equilibrium Andrews flashed by with a winning streak.

After going 12 miles the officials called the pursuit a tie. Day, Root, Hockaday and Andrews started, but the first two were soon eliminated. Then ensued a long and stern chase between Andrews and Hockaday, and the officials finally called it a tie after 24 laps had been covered.

Bernard won the three miles handicap and also accounted for the two miles for $3\frac{1}{4}$ horsepower machines, Hockaday being the runner up in both instances. In his time trial Hockaday turned two laps in 1:22, but after the regular events Bernard scored a mile in 1:19. The summaries follow:

One mile, $2\frac{1}{4}$ horsepower machines—Won by Max Wilson, R.-S.; second, Elwood Turner, Indian; third, Leon Kirk, R.-S. Time, 1:53.

Two miles, $2\frac{3}{4}$ and 3 horsepower machines—Won by Max Wilson, R.-S.; second, Ray Hockaday, Indian; third, B.H. Bennett, Indian. Time, 3:41.

Two miles, $3\frac{1}{4}$ and $3\frac{1}{2}$ horsepower machines—Won by Ray Hockaday, Thor; second, Demmie Hay, Indian; third, Claude Andrews, Indian. Time, 3:16.

Two miles, $3\frac{1}{4}$ horsepower machines—Won by Harvey Bernard, Harley-Davidson; second, Ray Hockaday, Thor; third, C. D. Andrews, Indian. Time, 2:49.

Five miles, twin cylinder machines—Won

by Claude Andrews, R.-S.; second, Ray Hockaday, Indian; third, Demmie Day, Thor. Time, 7:09.

One mile, against time—By Ray Hockaday, Indian. Time, 1:22.

Unlimited pursuit, 3 and $3\frac{1}{2}$ horsepower machines—Won by Ray Hockaday, Thor; second, C. D. Andrews, Indian; third, Demmie Day, Indian.

Three miles, handicap—Won by Harvey Bernard, Harley-Davidson; second, Ray Hockaday, Thor; third, Harvey Myers, Excelsior. Time, 4:08.

Unlimited pursuit, open—Tie between Ray Hockaday, Indian, and C. D. Andrews, R.-S. Distance, 12 miles. Time, 16:40 $\frac{1}{2}$.

Two miles, twin cylinder machines—Won by Ray Hockaday, Indian; second, C. D. Andrews, R.-S.; third, Demmie Day, Thor. Time, 2:53 $\frac{1}{2}$.

One mile, against time—By Harvey Bernard, Harley-Davidson. Time, 1:19.

Chapple Holds a Secret Race Meet.

Although both the A. A. U. and the N. C. A. have ruled that suspension from competition means suspension from all competition, A. G. Chapple, captain of the New York Motorcycle Club, who is under suspension by the F. A. M., found a way to satisfy his craving for speed. He obtained the use of the abandoned Morris Park mile track during an aeronautical exhibition on Monday last, 5th inst., and hurriedly gathering several members of the club, three races were run as closed events, although as a matter of fact the general membership received no notice of them and knew nothing and even now knows nothing of them. But as President Ovington, of the F. A. M., was one of the competitors, Chapple evidently had official assurance that he would not run into more trouble. The track is in frightful shape. Except for a narrow strip near the pole it is overgrown with grass. Walter Goerke was the only man who fell. Chapple won two of the three events and would have won that had he not mistaken the signal and stopped on the ninth mile. He lost his temper and raised a row, as usual. The summary:

Ten miles, handicap—Won by Edward Sceery (6, N. S. U.), 60 seconds; second, Fred Voelker ($3\frac{1}{2}$, N. S. U.), 140 seconds; third, E. L. Ovington (7, Merkel). Time, 13:55.

Five miles, handicap—Won by A. G. Chapple (5, Indian), scratch; second, Fred Voelker (N. S. U.), 50 seconds; third, Ed. Sceery (N. S. U.), 30 seconds. Time, 5:41.

Twenty-five miles, handicap—Won by A. G. Chapple (5 Indian), scratch; second, E. L. Ovington (7, Merkel); third, Edward Shotwell (6, N. S. U.). Time, 30:37.

Boys the Winners at Sunderland.

Included in the Independence Day sports at Sunderland, Mass., on Monday afternoon, 5th inst., were two bicycle races. The event for boys was won by Ralph Fairchild, with John Kershulis second. "Boy" Kershulis, however, won the open race,

COLLINS BEATS MORAN A MILE

But Chelsea Rider Makes Brave Fight in Hour Race at Revere—Connolly Brothers Clean up Amateur Events.

Once in condition there seems no holding Elmer L. Collins, the Lynn (Mass.) pace follower. He proved it again at the Independence Day meet at Revere Beach, Mass., by defeating James F. Moran, of Chelsea, and P. F. Logan, of South Boston. In the hour Collins covered 38 $\frac{1}{8}$ miles, Moran being a little more than a mile behind at the finish. Logan did not finish.

Paced by Ruden, Moran got away in front, with Collins, behind Turville, in second position. John Connolly paced Logan. Moran plugged away so industriously that at the ending of the first mile he had scored a lap on Logan. In the eighth mile Collins caught Moran napping, and with a quick hard jump, he passed the Chelsea rider. Then the fighting began and Moran never let up his effort to pass Collins until a puncture made him stop in the 26th mile. Before he could get going again Collins had gained a mile. Upon returning to the track Moran rode hard and was drawing away from Collins in the last mile, when another puncture laid him low. Logan had in the meantime retired because of trouble with his pacing machine, and Collins finished alone, covering in the 60 minutes of riding 38 miles 1 lap.

Two amateur races were on the card and the Connolly brothers cleaned the boards without any trouble. There were 14 starters in the 10 miles scratch, but numerous attempts to steal laps made the going so hard that only five riders were left to fight out the last mile—the Connolly brothers, Stillman, La Montague and Hayes. Cornelius Connolly set the pace to the half, when his brother went up. La Montague gave battle with three laps to go, but was forced back. Hayes shot his bolt on the last lap and La Montague slipped in for third. The time was 27:10. Of the mile prizes Stillman won four, La Montague two. T. Connolly, Farren and Hayes one each.

The Connolly brothers, Panacy, La Montague and Hayes qualified for the unlimited pursuit. Tom Connolly closed with La Montague as the latter went alongside Panacy. He passed the pair and covered 1 $\frac{1}{2}$ miles before he ended the race by passing his brother. The summaries:

One hour motor paced, professional—Won by Elmer L. Collins, Lynn; second, James F. Moran, Chelsea; third, P. F. Logan, South Boston. Distance, 38 $\frac{1}{8}$ miles.

Unlimited pursuit, amateur—Won by Tom Connolly; second, Cornelius Connolly. Distance, 1 $\frac{1}{2}$ miles. Time, 2:34 $\frac{1}{2}$.

Ten miles scratch, amateur—Won by Tom Connolly; second, C. Connolly; third, R. La Montague; fourth, Archer Hayes. Time, 27:10.

RIVAL CLUBS RACE AT BALTIMORE

Carroll Cyclers Hold a Meet at Clifton Park—Taylor Takes the Honors—Pursuit Race Mix-up.

Being a flourishing city for cycling clubs, Baltimore, Md., has some keen rivalry among her citizens as to who can uncork the greatest speed, and about every so often the clubs hold a track meet to find out. Clifton Park, which boasts a quarter mile dirt track, was the scene of an afternoon of lively racing on Monday, 5th inst., under the auspices of the Carroll Cyclers, participated in, also, by members of the Curbstone Wheelmen, the Highland Wheelmen, the Peacock Wheelmen, and the Crescent Bicycle Club.

Eight entrants lined up for the one mile novice, which was won by Herman Klag, of the Curbstone Wheelmen, in 2:33, after which the more experienced riders took possession. Thomas S. Taylor, of the Crescent Bicycle Club, was the hero of the day, since in addition to winning the two miles lap race and the half mile open, he single handed defeated an opposing club team in the pursuit race, his team mate dropping by the wayside. He also got third in the handicap from scratch. An exciting spill took place in the two miles event, five of the nine riders "biting the dust" in a heap, but not with the fatal significance attached to the phrase in dime novels.

The final of the team pursuit race, in the first heat of which Taylor, after being forsaken by his companion rider, had carried the Crescent Bicycle Club colors to victory by overtaking the three representatives of the Carroll Cyclers, brought together Taylor and Thomas W. Baker of the Crescents, and Herman Klag, Nicholas G. Grimmel and George Berg, of the Curbstones, the latter team having won the second heat from the Peacocks and the Highlands. Shortly after the start Baker again dropped out, leaving Taylor to do battle alone, as before. The opposing team of three riders traded pace and were gaining so that Grimmel, of their number, almost caught up to Taylor. The referee evidently thought he had, for he fired the pistol. The riders kept on, however, and suddenly the whole Curbstone trio went in the gutter. Taylor put on a new burst of speed and tore around while the fallen opponents were gathering themselves up. Grimmel, although badly cut and bruised, remounted and tried to save the situation, but Taylor tagged him. The officials were badly mixed, and no decision was given, and none is expected.

The summary:

One mile novice—Won by Herman Klag, C. W.; second, John Ruhl, C. C.; third, Frank Shallenberger, C. C. Time, 2:33.

Australian pursuit race—First heat won by Crescent Bicycle Club against Carroll Cyclers. Distance, 6 miles. Time, 16:15.

Second heat won by Curbstone Wheelmen against Peacock Wheelmen and Highland Wheelmen. Distance, 2¼ miles. Time, 6:30. Final heat off after 3¾ miles riding.

Two miles lap race—Won by Thomas S. Taylor, C. B. C.; second, William H. Helfrich, C. C.; third, Frank Shallenberger, C. C. Time, 5:22. Winner of most laps, Thomas S. Taylor, C. B. C., under protest.

Half mile open—Won by Thomas T. Taylor, C. B. C.; second, John Ruhl, C. B. C.; third, Thomas W. Baker, C. B. C. Time, 1:19.

Two miles handicap—Won by Frank Shallenberger, C. C. (200); second, John

**Going to do some
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Ruhl, C. C. (175); third, Thomas S. Taylor, C. B. C. (scratch); fourth, William H. Helfrich, C. C. (scratch); fifth, Walter Kuchta, H. W. (225); sixth, Louis Seigel, C. W. (250). Time, 5:50.

Syracuse Messengers in a Road Race.

Inspired by the exploits of professional riders who have graduated from the messenger boy ranks of Syracuse, N. Y., the telegram chasers of that city held a ten miles handicap road race on Sunday, 4th inst., which was won by Fred Morrison, a Western Union messenger, who had a three minute handicap. "Dutch" Heiss, of the same company, earned both second place and the time prize. The event was held on the Cicero plank road. There were 15 entries, with Gannon and Montgomery as the scratch men.

Converse Takes Motorcycle Events.

Two motorcycle races, each at 5 miles were included in the program of the two days automobile race meet at Columbus, Ohio, July 2 and 3. Roy Converse, riding an Indian, won both of them, his time the first day being 5:46½, and the second day 5:59.

EASY PICKING AT PENN YAN MEET

Outsiders Carry Off a Load of Watches as Prizes—Motorcycle Racing Draws Big Crowd.

Penn Yan, which although sporting a Chinese handle, is located in New York State, turned out 4,000 strong to witness the motorcycle races on the Yates County Agricultural Society half mile track, under the auspices of the Penn Yan Racing Association, on Monday last, 5th inst. Evidently anticipating easy pickings, E. S. Stauder (Indian), G. H. Ellsworth (Indian) and Fred Roy, of Rochester, which is within easy striking distance, came over to pick up a few of the eleven 17-jewel Elgin watches which were offered, and they certainly made a clean sweep. Stauder accumulated his first time-piece by winning the two miles race for machines not exceeding 30.50 cubic inches piston displacement. His time was 2:55. G. H. Ellsworth, also got a ticker for finishing second, and C. E. Clark (Curtiss), was third.

Stauder, Clark and Fred Roy each went one mile for the track record. In their first attempts, Stauder and Clark broke even with 1:27 each, while Roy went around in 1:32½. In the run off, Stauder hung up 1:25 and as Clark could not touch it, Stauder took another watch. Stauder acquired another chronometer by arriving first in the five miles for single cylinder machines within the 30.50 limit. He consumed 7:25 on the trip, and Clarke and Ellsworth finished in that order. The five miles for machines not exceeding 40 cubic inches piston displacement was a duplicate of the previous race, the order of finish again being Stauder, Clark and Ellsworth. The winner's time was 7:39½. While leading by a quarter of a mile on the fourth mile, Roy took a tumble and sustained slight bruises. To vary the monotony, Ellsworth reversed positions with Stauder in the windup, one mile for machines under 30.50 inches, and won in 1:45.

The summary:

Two miles for machines not exceeding 30.50 cubic inches piston displacement—Won by E. Stauder. Time, 2:55; second, G. H. Ellsworth, third, C. E. Clark.

One mile for track record—E. S. Stauder, 1:25; C. E. Clark, 1:27; Fred C. Roy, 1:32½.

Five miles for single cylinder machines not exceeding 30.50 cubic inches piston displacement—Won by Stauder, time, 7:25; second, Clark; third, Ellsworth.

Five miles for machines not exceeding 40 cubic inches piston displacement—Won by E. S. Stauder, time, 7:39; second, C. E. Clark; third, G. H. Ellsworth.

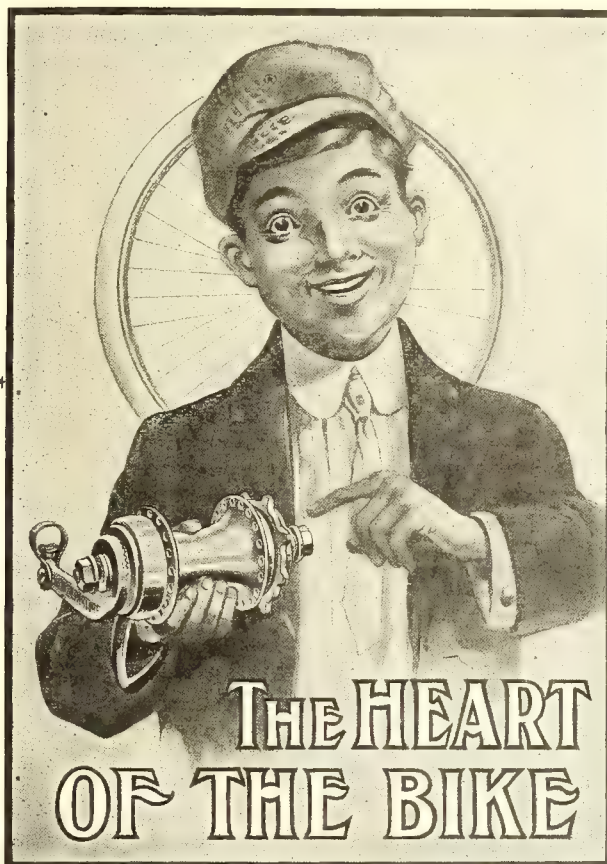
One mile for machines not exceeding 30.50 cubic inches piston displacement—Won by G. H. Ellsworth, time 1:40; second, E. S. Stauder.

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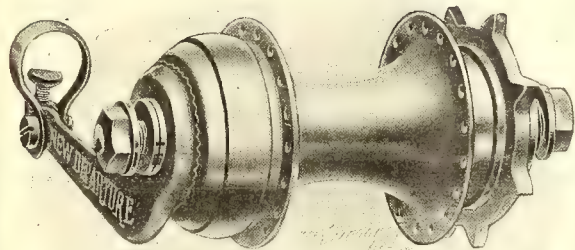
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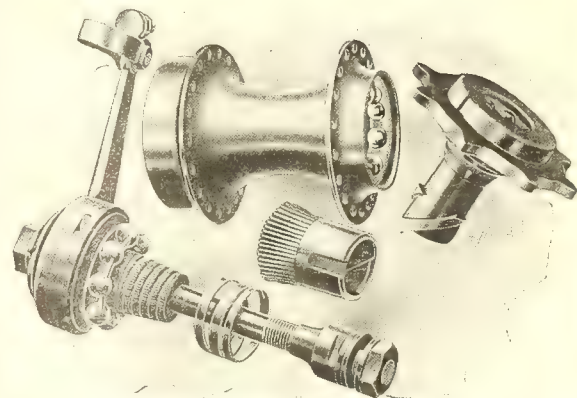
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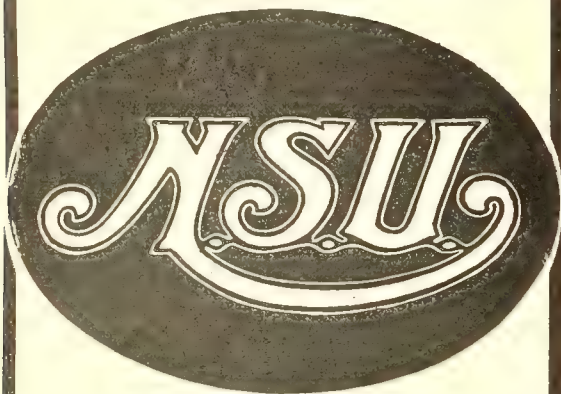
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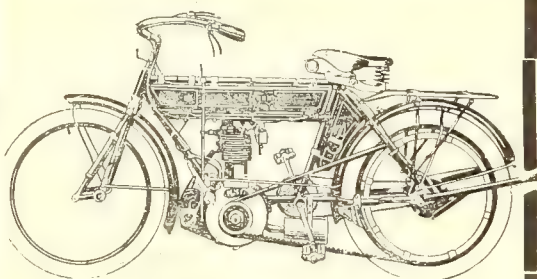
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RECENT PATENTS.

913,563. Method and Apparatus for Revivifying Dry Cell Batteries. Horace B. Ramey, Alexandria, Va. Filed June 30, 1908. Serial No. 441,080.

1. The process of revivifying a dry battery, which consists in perforating the outer zinc casing of the same and surrounding it with an imperviously coated absorbent material impregnated with an electrolyte.

913,595. Spark Plug. Fred H. Weinbauer, New York, N. Y. Filed Oct. 22, 1908. Serial No. 458,920.

1. A spark plug comprising a shell, a shell electrode, means for securing the shell within the shell, means for connecting a cable both mechanically and electrically within the said shell and to the shell electrode a barrel and an insulating tube, the one within the other and both within the said shell and surrounding the joint between the said cable and the said shell electrode.

914,451. Spark Plug. August V. Pellet, New York, N. Y., assignor to himself, W. F. Austin, and C. E. Lipscomb, New York, a copartnership. Filed Sept. 14, 1907. Serial No. 392,927.

1. A spark plug having an interior bore with a passage leading therefrom to the atmosphere, a valve controlling said passage and providing in its open position a communication between the interior bore and the atmosphere through said valve.

914,540. Spark Plug. Frank J. Watt, Detroit, Mich. Filed Sept. 9, 1908. Serial No. 452,245.

1. A spark plug for an explosive engine comprising a tubular metal nipple, a bushing of insulating material screw threaded into the nipple, a metal bushing secured in the bore of the insulating bushing mediate its ends, a metal stem extending through the insulating bushing having a head seated on the inner metal bushing a spring washer on the stem, a clamping nut forcing the washer against the insulating bushing head, a terminal on the stem and one on the nipple in operative relation thereto.

914,597. Monocycle. Sidney A. Morris. Buffalo, Texas. Filed Jan. 28, 1908. Serial No. 413,049.

1. A monocycle provided with elastic spokes, a hub connected to the inner ends of said spokes, a frame for carrying the rider mounted on said hub, and means connected to the frame and engaging the wheel and yieldable under the weight of the rider.

914,736. Velocipede Pedal. Emmet G. Latta, Friendship, N. Y. Filed April 2, 1900. Serial No. 11,191.

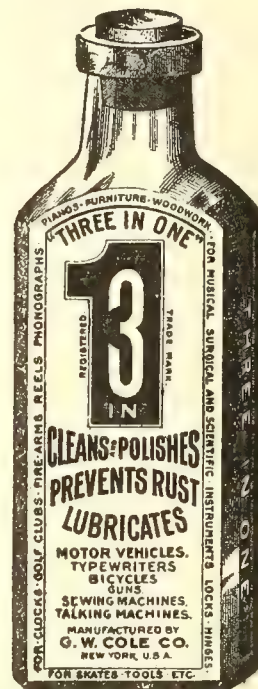
1. The combination of a pedal barrel of reduced diameter at its outer end, and a substantially U-shaped pedal frame provided at its outer end with an integral collar which encircles the reduced portion of the barrel, with a nut having a conical extension acting to center the reduced end of the barrel within the collar, substantially as set forth.

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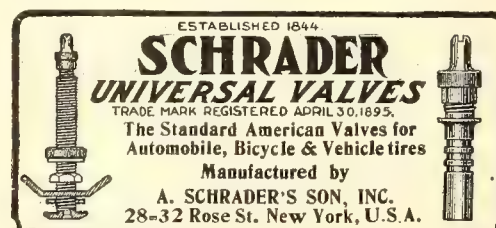
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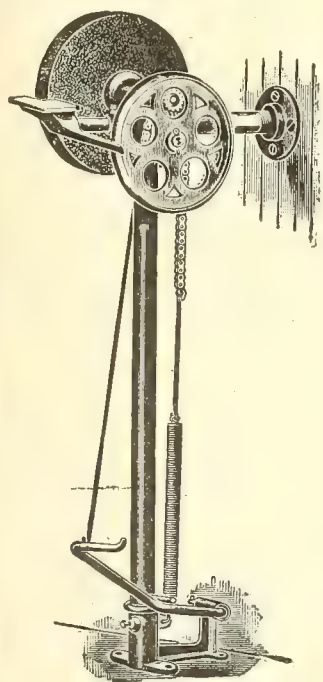
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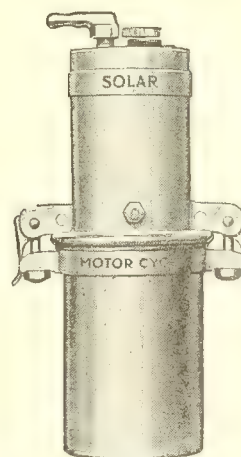
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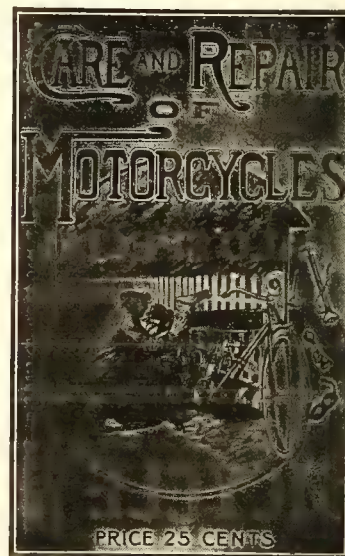
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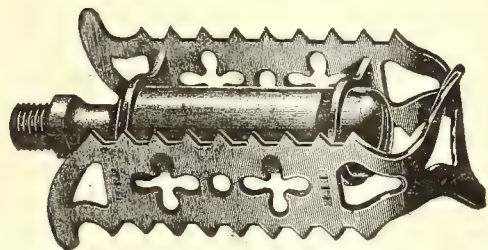
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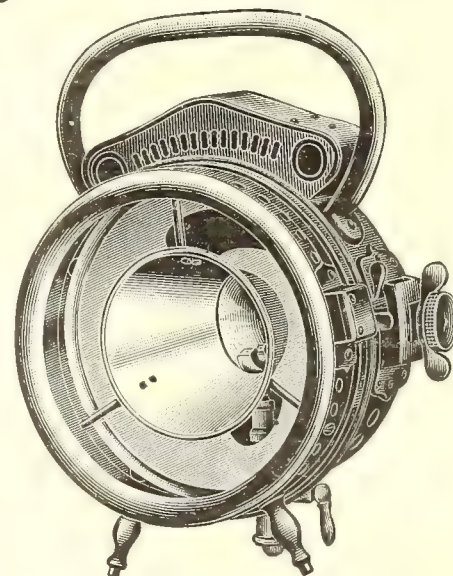
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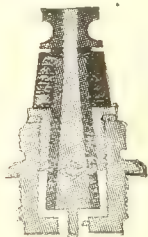
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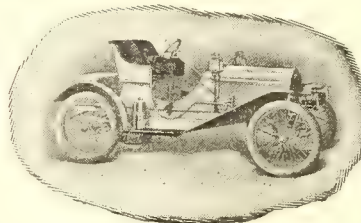
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interested in cycling or motor-cycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY

154 NASSAU STREET, NEW YORK

Enclosed find \$2.00 for which enter my subscription to
THE BICYCLING WORLD AND MOTORCYCLE REVIEW
for one year, commencing with the issue of _____

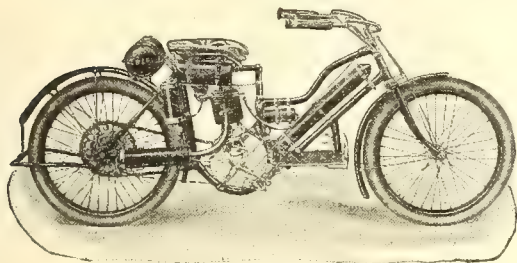
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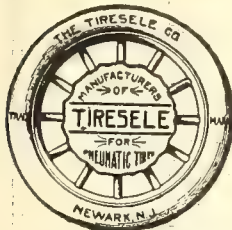
NEW ERA AUTO-CYCLE

Two Speeds, Free Motor, Hand Cranked.

Manufactured by
THE NEW ERA GAS ENGINE CO.,
 2 Dale Ave., DAYTON, OHIO.

**SPROCKETS**

We Make a Specialty
 of High-Grade Sprockets
 for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
 CLEVELAND, OHIO



WE GUARANTEE to end
 your TIRE TROUBLES by
 the use of

TIRESELE

the best proposition on the
 market. Write for BOOK-
 LET. Agents wanted.

Address communications to
THE TIRESELE CO.,
 Manufacturers,

N. Y. Office, 1777 B'way. 53-55 Bank St., Newark, N. J.

THE OLD PHILADELPHIA HOUSE

Our Catalogue is ready and will be mailed
 for the asking.

GEO. W. NOCK CO.

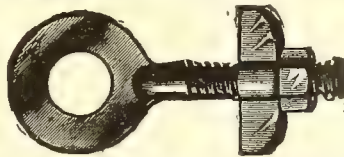
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BICYCLES and SUNDRIES

126 N. Fourth St. PHILADELPHIA

BICYCLE GOODS
 Ask for Catalogue of Bicycle and
 Motorcycle Parts and Sundries.
 We want every dealer to have our
 Monthly Bargain Book. Write us.
NEW YORK SPORTING GOODS CO.
 17 Warren Street, New York.

**THE B. & S. MODEL "B"**

is the correct wrench for
 your motorcycle. Write for
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MOTORCYCLE MANUFACTURERS!

etc. Write for quotations. We do not sell to the dealer.

We make
 Nickerled
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 Cranks

Motorcycle Chain
 Adjusters, Mud
 Guard Braces, Steel
 Mud Guards, Bolts,
 Nuts, Washers,
 Steel Rim Washers.

STEVENS & CO.

99 Chambers Street

NEW YORK



**Tire
 Troubles?
 USE
 PERMANIT**

For particulars write
 or send 53 cents for a
 sample carton which
 is sufficient for a bicy-
 cle tire.

Guarantee Policy furnished to every user of Permanit.
BEWARE OF IMITATIONS.

THE ADOLF KARL COMPANY,
 237-9 Washington St. Newark, N. J.

EVERY LIVE DEALER

sells

Duckworth Chains

Whether for bicycles or motorcycles they always
 are in demand, and not to carry a stock of them
 is to lose business. Duckworth Chains are the
 standard.

DUCKWORTH CHAIN & MFG. CO.,
 SPRINGFIELD, MASS.

We are now ready to quote prices and de-
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**1909 Hudson, Lenawee, Atlanta
 and New England Bicycles.**

Write us.

J. W. GRADY & CO., Worcester, Mass.

LIVE WIRES

We Buy Right and We Sell Right.

FOUR STORES.

Get our catalogue of bicycles and bicycle goods.

HAVERFORD CYCLE CO.

PHILADELPHIA

Buffalo

Washington

**Special Stampings
 FROM
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THE CROSBY CO., Buffalo, N. Y.

**IVER JOHNSON
 Truss Bridge Bicycle**

has the only scientific construc-
 tion. The trussed arch makes it
 strong, rigid, light, easy to run—
 and everything about it is right.



Send for
 Catalogue
 of Latest
 Models

IVER JOHNSON'S ARMS & CYCLE WORKS
 FACTORY AND GENERAL SALES OFFICE
 360 River St., Fitchburg, Mass., U. S. A.

**GIBNEY WRAPPED TREAD
 BICYCLE TIRES**

WRITE FOR PRICE LISTS AND DISCOUNTS

JAMES L. GIBNEY & BRO.
 PHILADELPHIA

**American Motorcycles**

Our Agency proposition is the best
 yet. We give a discount that will
 make you money. Write us.

American Motorcycle Co.,
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IDEAL PLATING CO.
 Marlboro, Mass.

Genesee Pedals Frame Sets

Also All Metal Parts for
 Bicycle Construction

JOHN R. KEIM MILLS, (Inc.) Buffalo, N. Y.

Metric Separable Indestructible Mica Plug,
 \$1.50.

(Trade **STA-RITE** Mark)
 Ignition Plugs are now repaired perpetually,
 free of charge, when returned to factory, be-
 cause "They Stay Right the Longest."

THE R. E. HARDY CO.,
 (Incorporated 1900)

Factory, 201 37th St., BROOKLYN, N. Y.
 309 Fisher Bldg., Chicago.



Price 25 cents

Postage Paid.

METALLIC PUMP CONNECTION

Ever have trouble with a leaky pump connection? Our metallic connection is wound with steel
 wire and is everlasting. Mail a quarter or stamps to-
 day. We pay postage. Fits your pump.

OVINGTON MOTOR COMPANY

2236 Broadway, New York



Some Recent Contests

wherein the

EXCELSIOR Auto-Cycle

MADE GOOD

NEW JERSEY MOTORCYCLE CLUB RELIABILITY RUN

Kenneth E. Moore won Perfect Score Medal and Special Cup for Consistency.

LOS ANGELES-SAN DIEGO RELIABILITY RUN

The most severe of the year, E. L. Parmelee and C. E. Anderson won Perfect Scores. R. M. Brinckerhoff finished on the minute, but was penalized 18 points for adjusting a vibrator spring. Only 16 out of 39 starters got in at all and only three others with perfect scores.

DANVILLE MOTORCYCLE CLUB HILL CLIMB

June 9, in 30:50 class, the results were:

H. E. Richardson....EXCELSIOR, 26 $\frac{3}{4}$ sec.
Paul Moore.....EXCELSIOR, 32 $\frac{3}{4}$ sec.
Carl StahlEXCELSIOR, 33 $\frac{1}{2}$ sec.
ChubbeckYale, 38 sec.
TormeyThor, 44 $\frac{1}{2}$ sec.
EvansR-S, 44 sec.

Richardson was allowed to ride his 30.50 single cylinder EXCELSIOR in the 61 class against twins of twice the rated power and was beaten by only 3 $\frac{2}{5}$ seconds, beating one 7 H. P. twin by 1 $\frac{2}{5}$ seconds, but was afterward protested for late entry.

Thus does EXCELSIOR QUALITY ALWAYS MAKE GOOD.

Our new art catalog M. C. 239 is just out.

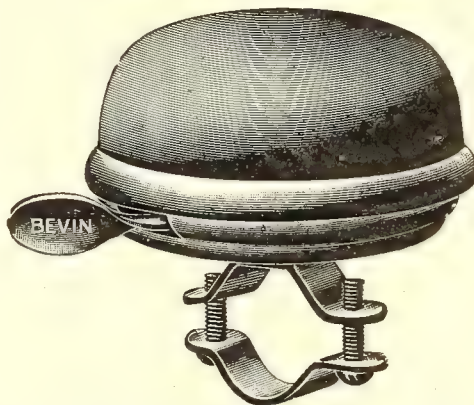
Excelsior Supply Co.

(Established 1876)
233-237 Randolph Street
CHICAGO, ILLINOIS

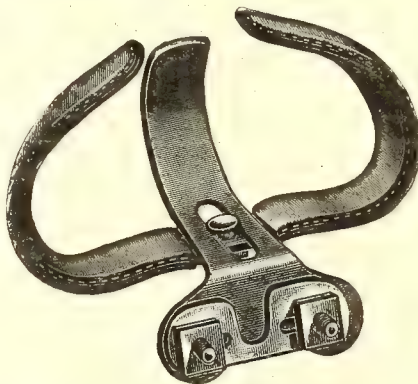
STANLEY T. KELLOGG,
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2232 Broadway, NEW YORK, N. Y.

SUNDRIES That Sell Wherever Bicycles are Sold

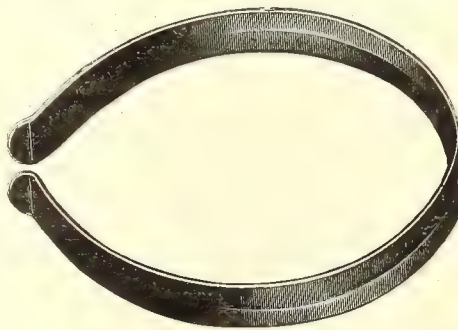
Bevin Bells



Bevin Toe Clips



Bevin Trouser Guards

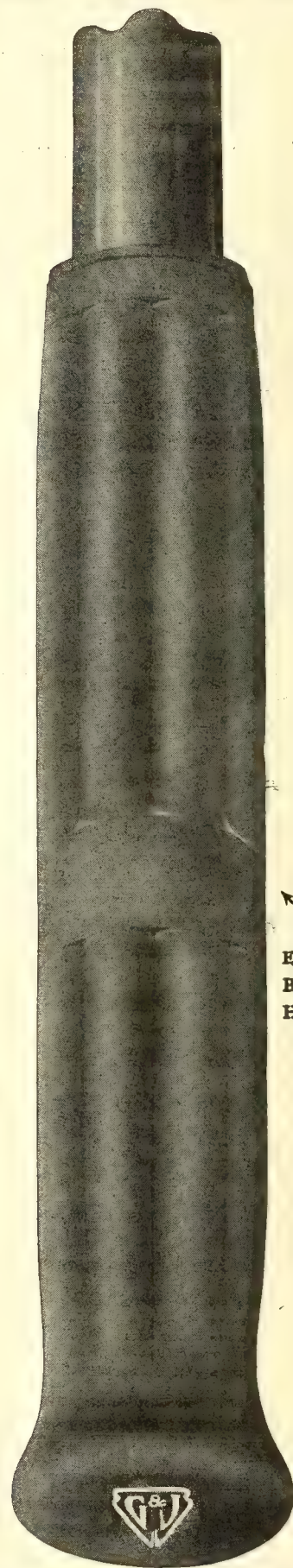


We Offer

such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.
EASTHAMPTON, CONN.



END OF
BAR
HANDLE

Order your new motorcycle equipped with

G & J ROUGH-RIDER GRIPS
Made of Rubber.

They relieve the vibration.
Price, \$1.50 Per Pair
For Sale by All Dealers.

G & J TIRE CO.
INDIANAPOLIS

When tires have been so consistently good
as

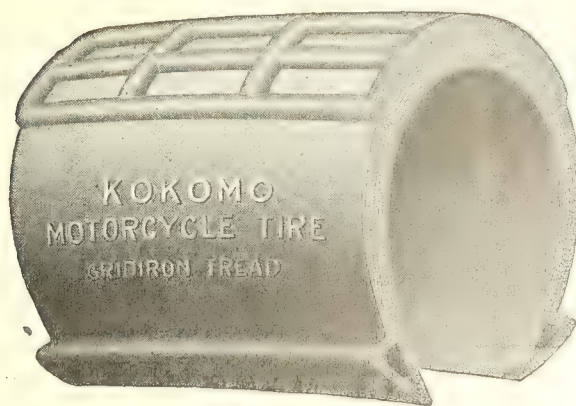


Kokomo Tires



for so many years
it is easy
for anyone to
understand why
the expression

"You are safe in buying a Kokomo"
has become almost
a by-word and why
satisfaction and good will
so generally
follow all sales.



KOKOMO RUBBER COMPANY, Kokomo, Ind.

Three of the Reasons Why You So Seldom Find a Motorcyclist Who Uses Them Who Does Not Say That

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

FIRST—The special tough, wear-resisting stock of which they are made and our shaped wrapped method of construction enable them to give much longer service than the majority of riders are accustomed to receiving from their tires.

SECOND—The fact that they are built nearly 70 per cent. stronger than is necessary for ordinary service makes them able to stand up untouched under service that would put an ordinary tire in the repair shop. This of course means a big reduction in repair expense.

THIRD—When the first tread is finally worn down, the heavy woven auto fabric will, unless the tire has been grossly misused, always be found in a perfect condition for a retread. Thus the mileage of the tire can be nearly doubled at a nominal expense.

Dealers everywhere sell them

MORGAN & WRIGHT, Detroit

EMBLEM MOTORCYCLES

THE PRODUCT OF
CO-OPERATIVE LABOR

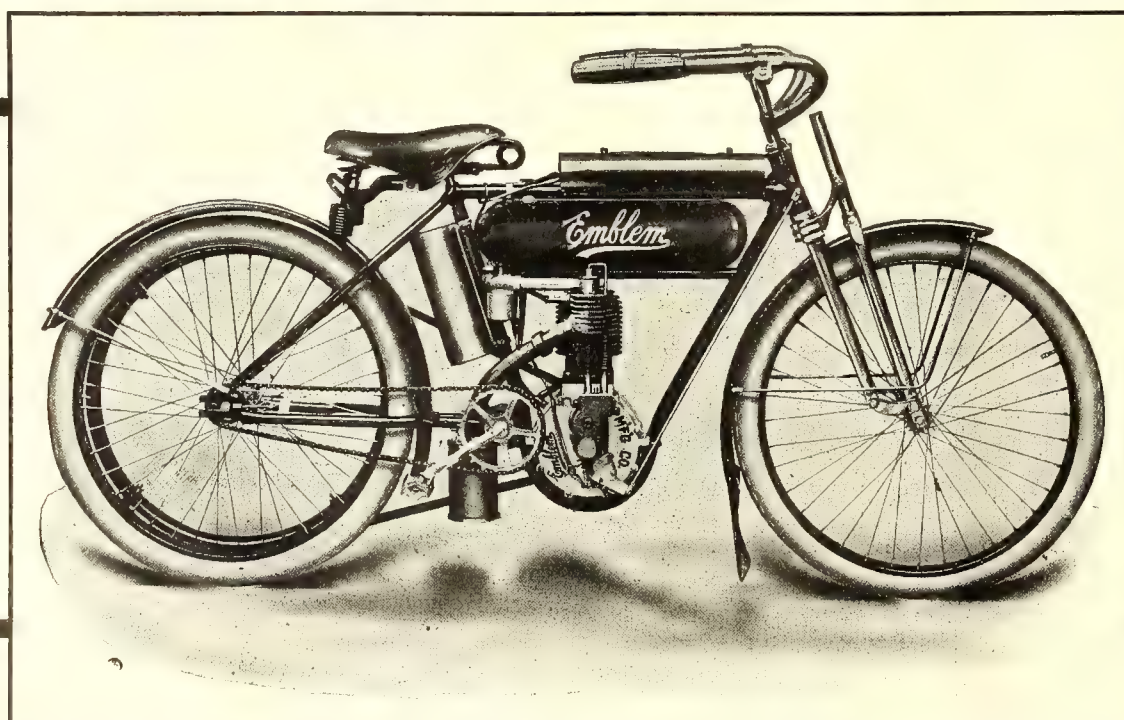
3½ H. P.
BELT DRIVE

Spring Fork, Price \$175

4 H. P.
LOW FRAME

28 Inch Wheels,
Price \$200

BALL BEARING
MOTORS OF OUR
OWN MAKE



TRIANGULAR
REINFORCED
TUBE

(OUR OWN MAKE)

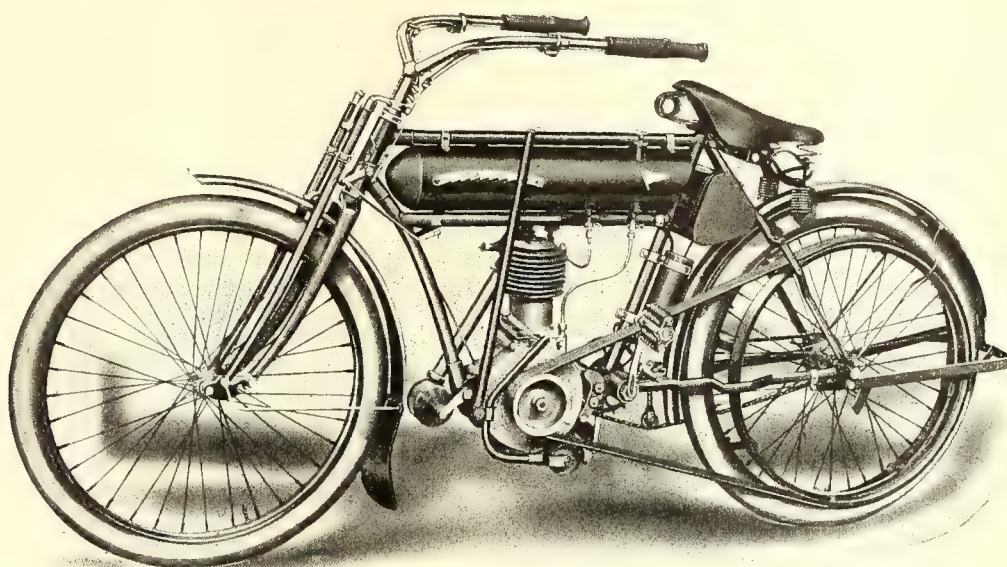
Is Used in Emblem
Motorcycles.

EMBLEM SPRING FORK MAKES RIDING ENJOYABLE

Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

EMBLEM MANUFACTURING COMPANY, Angola, N. Y., U. S. A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.



YALE 3½ H. P. Motorcycle

Flat Belt and Idler, Battery Ignition.....\$205.00

Shamrock Gloria V-Belt, Battery Ignition.....\$200.00

Herz Magneto, extra.....\$35.00

EVERY CLAIM PROVED

YALE Team of Three Riders Wins Chicago Motorcycle Club Endurance Contest

with Carburetter, Vibrator, Battery Box and Spark Plugs sealed, in competition with most of the prominent makes.

600 miles without a single adjustment, making perfect team score with every seal intact.

WINNING YALE TEAM AWARDED LOVING CUP

Average speed twenty miles per hour. Conceded by all contestants to be the most severe contest ever held. This performance establishes a record for dependability unheard of in the history of motorcycle building.

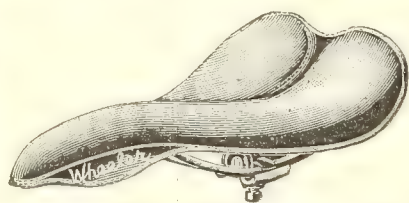
THEY ARE ALL ALIKE

Room for a few aggressive agents. Write today.

THE CONSOLIDATED MFG. CO., 1709 Fernwood Ave. Toledo, Ohio

JOHN MOORE & COMPANY, 59 Warren St., New York Agents.

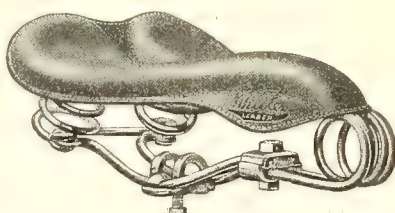
We also make Yale and Snell Bicycles. Hussey Handle Bars, Consolidated Package Cars and Drop Forgings of every description.



WHEELER LEADER, No. 390
Truss Spring

Contracts for Season of 1910

We are now ready to contract with Manufacturers and Jobbers for their 1910 requirements and invite correspondence relative to prices and particulars of the complete lines.



WHEELER LEADER, No. 394 1/2
With Universal Spring

Genuine Wheeler, Garford and Christy Saddles

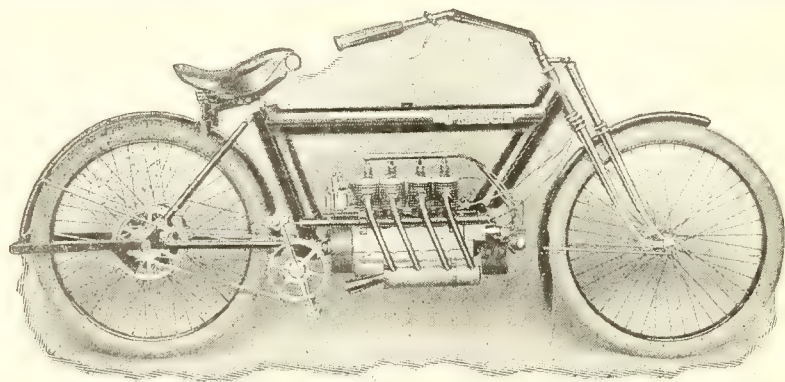
MADE AT OUR WESTFIELD FACTORY

THE most popular styles—used in far greater quantities than any other saddles—far superior to the imitations. Those who have made a comparison of saddles know that in these makes the quality of the leather is better and runs more evenly—that the stitching is better—the nickel finer—the metal parts stronger and the shape more uniform than in the imitations.

THE POPE MANUFACTURING COMPANY

HARTFORD, CONNECTICUT

The Pierce Vibrationless EMBODIES THE CARDINAL VIRTUES OF THE IDEAL MOTORCYCLE



We also manufacture Pierce Bicycles, celebrated in all parts of the globe for their superlative merit.

Our catalogs should be in the hands of every progressive dealer and rider.

THE PIERCE CYCLE CO., Buffalo, N. Y.

Branches at Oakland, Cal., Denver, Colo. and Atlanta, Ga.

WE ARE proud of our motorcycle because it reflects so many features not found in other machines. We have striven to make the best that "Pierce" workmanship and material could produce and our factory organization and facilities have enabled us to realize our ambition.

It has been our object to fulfill the requirements of the discriminating rider who will demand several features in his mount such as long-continued durability, absence of jar and noise, a motor and a transmission which will "meet obligations," easy operation and dependable control, an automatic oiling system, a machine which is neat and clean in appearance and which does not throw oil, gasoline and dirt on the rider. In all of these things the Pierce 4-cylinder is pre-eminent and reading our catalog will quickly convince anyone of the desirability of riding the Pierce Vibrationless in preference to any other make.

Perfect Scores AS USUAL FOR THE Excelsior Team

¶ In the 600 mile, three day reliability run of the Chicago Motorcycle Club the EXCELSIOR TEAM, Woodworth, Lyon and DeSalvo

All Made Perfect Scores

¶ We lost the tie for first place through Lyon's spring fork being injured in a collision with another contestant.

¶ Permanent repairs could have been made in five minutes but the final award was made on the condition of the machines at the finish and we lost.

¶ Such are the fortunes of war, but the

EXCELSIOR AUTO-CYCLE

Again Proved Its Quality

¶ 600 miles without a stop, without an adjustment, not even cleaning a spark plug, or one minute's delay in a run that put five out of twenty-five machines entirely out of commission.

An examination of the machine will tell you why.

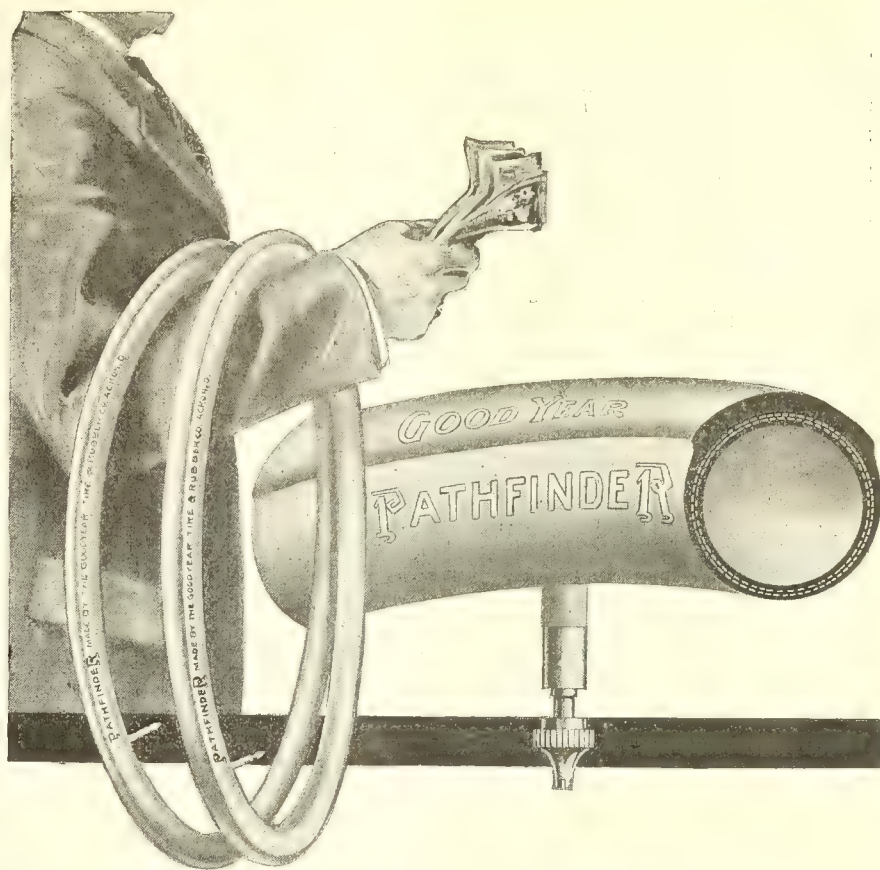
IT IS QUALITY THAT COUNTS

Excelsior Supply Company

233-237 Randolph Street CHICAGO, ILL.

(Established 1876)

STANLEY T. KELLOGG, Eastern Distributor, 2232 Broadway, New York



You Make More Money on Tires

when your customers *save* money on tires by buying from you the kind that can be repaired—The Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back.

Pleased customers are also the best advertisers in the world. They bring others to you.

There's one secret of the Goodyear Pathfinder's wonderful popularity. It can be repaired either by plugs or vulcanization.

That gives the owner a run for his money.

A different story from that of ordinary tires, many of which will not take repairs at all.

Goodyear Pathfinder Single Tube Tires are made of the finest grade of Para rubber, as nearly pure as possible to put in a bicycle tire to vulcanize properly.

This rubber is quoted today at \$1.20 a pound. "Lapori" or "Guayule" at 35 cents a pound or "reclaimed" rubber from old worn out tires, overshoes, etc., at 10 cents a pound, would look just as well. But it is *service* that sells the Pathfinder.

The fabric in the famous Goodyear Pathfinder is a special closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

Notice the Pathfinder's cover—you never saw a tougher one. Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

More than 400 dealers—one to a town in all parts of the country—are now doing a big business on the Goodyear Pathfinder. Are you one of these?

We are sending all Pathfinder agents a quantity of frame guards gratis to distribute among customers. These guards are branded "Pathfinder" and help wonderfully to advertise the tire.

Write us if we are not represented in your town and see what there is in it for you. Start a letter today!

The Goodyear Tire & Rubber Company
Moal Street, Akron, Ohio

BRANCHES—Atlanta, 90 North Pryor St.; Boston, 669 Boylston St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 East 5th St.; Cleveland, 2005 Euclid Ave.; Denver, 28 West Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. & Broadway; Philadelphia, Broad and Fairmount Ave.; Pittsburgh, 5988 Centre Ave.; St. Louis, 3935 Olive St.; San Francisco, 506 Golden Gate Ave.; Washington, 1026 Connecticut Ave.

Watch
Them
Grow

KOKOMO
Gridiron

Motorcycle Tires

Win in Their First Road Contest

THIS is our first season in the motorcycle tire business but our long experience in building pneumatic tires has taught us how.

"I have ridden my Kokomo tires over 500 miles and they look like they have been ridden only 50 miles." This is a common expression made by those who have ridden them.

STRAWS WHICH SHOW WHICH WAY THE WIND IS BLOWING

Toledo, Ohio, July 12th, 1909.

KOKOMO RUBBER CO., Kokomo, Ind.

Gentlemen:—You will, no doubt, be pleased to learn that our Yale machines equipped with Kokomo Gridiron tread tires won first place in the Chicago Motorcycle Reliability Run, which was completed yesterday. This is conceded to be the most gruelling run ever held. We might add also that one pair of these tires had been ridden 700 miles before entering this run, and the tires as well as the machines came thru with a perfect score. We congratulate you.

Yours very truly,

CONSOLIDATED MFG. CO.,

(Signed) A. B. Coffman, Sales Mgr.

HEARSEY-WILLIS CO., Indianapolis, Ind., says:—

“We have sold a number of Excelsior Autocycles this spring equipped with ‘Kokomo Gridiron Tread Tires’ and we have not had a complaint on any of them. All the boys are more than pleased.”

LEUT. COL. GREEN, of Aurora, Ill., says:

“I put one of your Kokomo Gridiron tread tires on the rear of my Thor machine last December and have used this machine, with side attachment, more or less every day since. My cyclometer shows 2,208 miles riding and you will probably be glad to know that the tire is in good condition and the tread looks good for at least 3,000 miles more riding. I have worn out a number of tires and yours shows up ahead of them all.”

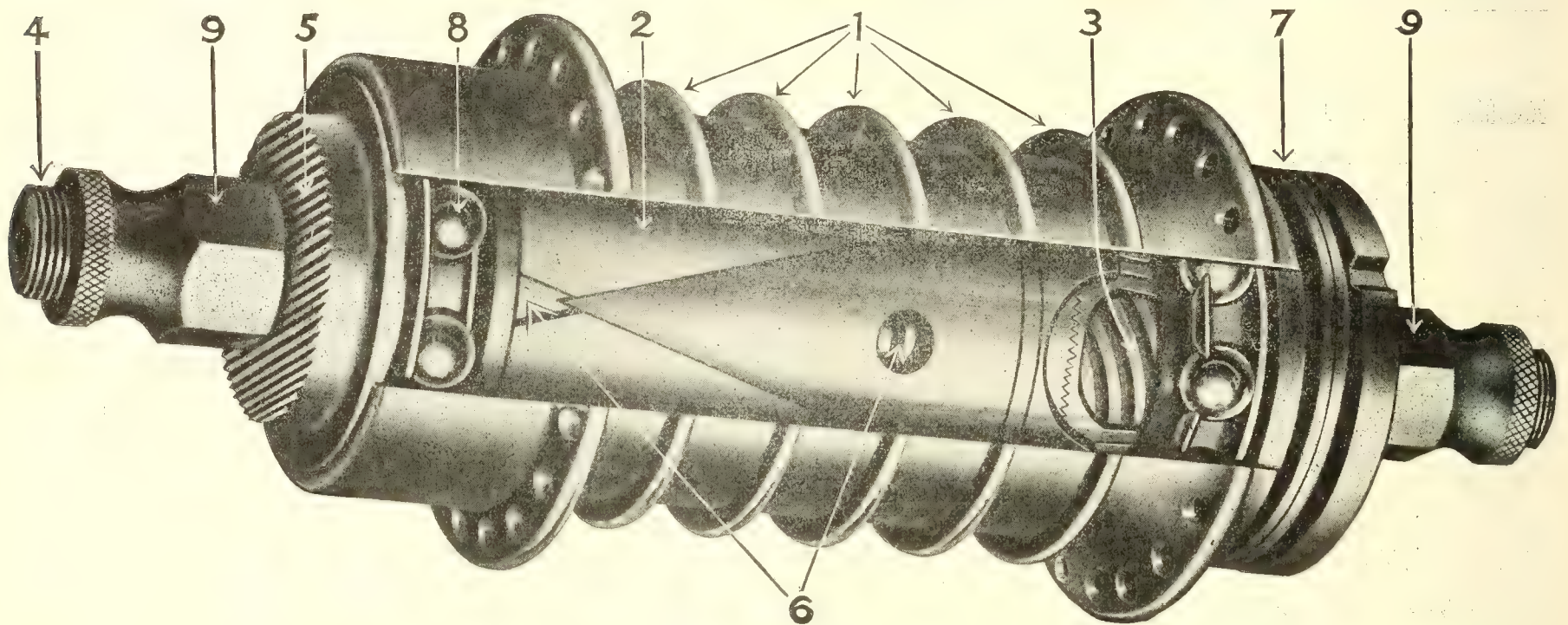
W. L. WALSH, 3551 Prairie Ave., Chicago, Ill., says:

“I bought a 4 H. P. Harley-Davidson this spring, equipped with your Kokomo Gridiron tread tires. I have ridden these tires over 3,000 miles and am pleased to say that they are almost in perfect condition. I have not had either tire off in all this riding. I think they are the best tires made.”

**Kokomo
Rubber
Company**

**K O K O M O
I N D I A N A**

THE MUSSELMAN MOTORCYCLE COASTER BRAKE



Notice the Ten Points of Superiority

No. 1.—**COOLING FLANGES** which add over $13\frac{1}{2}$ square inches of cooling surface, making the total surface 42 square inches, making it impossible to overheat this brake. These cooling flanges also add an enormous amount of strength, barring any possibility of rupturing the shell in applying the brake, as is common with other hubs.

No. 2.—**BRAKE SHOE**.—Our construction permits a very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges.

No. 3.—**SHORT PITCH**. $\frac{5}{8}$ inch pitch. This is a very short pitch and gives one as good a leverage in applying the brake as a lifting jack. This leverage with our ample brake shoe gives you a power great enough to stop an automobile.

No. 4.—**LARGE AXLE**. 9-16 inch in diameter; strongest made. No danger of this axle bending or giving away under any condition.

No. 5.—**NO ARM**. This principle with our corrugated face on left stationary cone does away with building our brake with an arm. Arms or eccentrics create an undue leverage on rear forks, which is a common cause of trouble in other styles. Our construction causes the pressure when brake is applied of an end pull on rear forks and end push on the rear stays, making it impossible to break your rear forks.

No. 6.—**GREASE CHAMBER**. Our brake is built with a grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease for keeping the hub automatically lubricated for a season.

No. 7.—**CHAIN LINE**. Our sprocket set is fitted with two chain line rings; these with the straight and offset sprocket will give you seven chain lines, running from $2\frac{1}{8}$ inches to $2\frac{1}{2}$ inches, making it unnecessary to order special hubs for certain motorcycles.

No. 8.—**LARGE BALLS**. $\frac{3}{8}$ inch steel balls are used throughout, making the chance of broken balls infinitesimal.

No. 9.—**LONG STRONG AXLE NUTS**, built so as to accommodate any kind of stand.

No. 10.—**NO DRAG OF PARTS**. The principle of this brake is the same as the famous Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times, whether driving or being pulled by the motor. This is true only of the Musselman Coaster Brake.

DIMENSIONS.—MODEL A.—FOR BELT MACHINE.

Length over all outside cones, 6 inches.

Chain Line—Straight Sprocket, $2\frac{1}{4}$, 25-16, $2\frac{3}{8}$ inches.

Offset Sprocket, $2\frac{1}{8}$, 23-16, $2\frac{1}{4}$, $2\frac{3}{8}$, 27-16, $2\frac{1}{2}$ inches.

Drilled for 36 and 40 Holes.

Width of Flanges, $3\frac{1}{2}$ inches.

Sprocket, 3-6, 10 to 12 tooth, inclusive.

FOR FURTHER PARTICULARS WRITE TO

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, July 17, 1909.

No. 17

RUBBER PRICES STILL SOARING

Tire Makers Advance Figures on Large Sizes and Consider Further Revision—Raw Material Again Advances.

Although the increase in the price of tires which was forecasted by the Bicycling World two weeks since became effective on the 15th inst., insofar as automobile tires are concerned, the manufacturers have not yet "got around" to the revision of their lists on bicycle and motorcycle goods and no changes have been announced. With the automobile phase of the situation settled, that the prices of other tires now will receive attention is certain.

The increases in the price of automobile tires averages 15 per cent., which adds from \$4 to \$9 to the cost of the sizes in most general use, but whether this affords a clue to the extent of the prospective advance in the branches affecting the cycle industry is a matter for personal speculation.

The situation in the crude rubber market remains unchanged. During the week the price of the raw material has advanced by leaps and bounds and reached dizzy heights. On Friday it was quoted at \$1.73 per pound as against \$1.56 on the same day last week. The highest previous record was \$1.42. In February, 1908, rubber sold for 76 cents per pound.

Col. Pope Not in Immediate Danger.

Alarmist reports of the physical condition of Col. Albert A. Pope, the founder of the Pope Mfg. Co., which were wired throughout the country and printed in the daily press on Sunday last, were considerably overdrawn. Apparently, a reporter discovered what most of his acquaintances have known for nearly two years, i. e., that Col. Pope's health has been such that he has been obliged to retire wholly from the business affairs in which he so long

and so actively engaged. While he has gradually been failing and there is no hope of recovery, his condition has undergone no sudden change for the worse and he is in no immediate danger, despite the reports that he was near death. He may survive for months.

Roberts Joins Harley-Davidson Staff.

H. T. Roberts, who for several months represented the Consolidated Mfg. Co., Toledo, Ohio, on the road in the middle West, has transferred his allegiance and services to the Harley-Davidson Motor Co., Milwaukee, Wis. He will have charge of the sales end of the business and also will act as general traveler with the whole country as his territory. As Roberts once handled the Harley-Davidson motorcycles in a retail way, his new duties will not prove wholly unfamiliar.

Failure of Springfield Drop Forgers.

The Springfield (Mass.) Drop Forging Co., which produced wrenches, among other things, made an assignment last week to James R. Miller. No statement of the assets or of the liabilities has been made public.

Iver Johnson Gets Big Mexican Order.

Fifty Iver Johnson bicycles have been delivered to the Mexican War Department through the Iver Johnson agents in Mexico City. The machines are to be used in the service department.

Dill to Sell Motorcycles in New Haven.

Thomas Dill, New Haven, Conn., has taken up the sale of motorcycles, which he will handle in connection with his father's garage business on Broadway. Dill has the Excelsior agency.

Stevens Secures a Broadway Location.

Stevens & Co., the well known New York manufacturers' agents, have removed from 99 Chambers street to 375 Broadway. The new location affords them more and much needed room.

COASTER CASE HALTS FOR HARRIS

Complainants Complete Their Testimony, Alleging Infringement of New Departure Patents—Court Grants Delay.

Testimony for the complainant has been completed in the suit of the New Departure Mfg. Co. vs. D. P. Harris. New York, and Harris has been notified that it is "up to him" to hurry the proceedings. Because of an affliction of the eye, however, his attorney has been unable to give his attention to the matter and further time has been granted him.

Harris, who represents the Atherton coaster brake interests, is charged with thereby infringing all of the important patents controlled by the New Departure company and the licensed coaster brake interests, and as the case, which is pending in the United States Circuit Court for the Southern District of New York, will have an important bearing on the long chain of similar actions, its outcome is awaited with more than usual interest by the manufacturers and the trade.

The patents which Harris is alleged to have infringed are five in number, as follows: Cortlandt's 520,728, May, 1894; Redding's 593,688, March, 1897; Little's 605,731, June, 1898; Quinn's 691,663, January, 1902; Redding's 728,295, May, 1903.

No Midsummer Dullness in Brooklyn.

Midsummer dullness evidently has not afflicted the Bedford Motorcycle Co., the Thor agents in Brooklyn, N. Y. According to R. G. Brazenor, the manager, four Thor twins and two singles were sold during the course of one day's work last week.

Will Handle Machines in Clinton.

A. T. Skelley and J. L. Pettigrew have undertaken the sale of motorcycles in Clinton, Iowa. They have taken the agency for the New Era.

IGNITION WITHOUT ELECTRICITY

Methods by Which the Result Has Been Accomplished—Difficulties in Securing the Proper Timing.

Because of the great amount of difficulty which has been experienced in bringing the electric ignition system to its present state of perfection, as well as because of the tribulations which beginners usually are forced to undergo before they have mastered the simple rules for its maintenance, the question is frequently asked "Why is the electric spark necessary for gas engine ignition?" That it is not an absolute requirement is readily answered from the annals of gas engine history, wherein it is shown that in the earliest motors ignition was carried on by means of a flame, constantly burning, or by means of a small pocket or tube in the side of the cylinder which was kept continually hot by the very heat of the combustion itself. When this is understood, the novice's perplexity is still further increased, since he is informed that all other means of ignition except the electric spark, have become practically obsolete at this time.

Of the various ignition schemes which have been tried at one time or another, those which have been in any way really successful from the point of view of reliability and constancy of operation have depended upon the supply of energy for igniting the charge from some outside source, such as the electric battery or magneto, or the stream of gas supplied to the constant flame. The reason for this is not far to seek, when it is explained that where energy for the ignition is derived from an outside source, the exact time of inflaming the charge can be regulated to an extreme nicety. Where the heat of the engine itself is depended upon solely for the ignition, such is not the case, as riders who have had experience with highly carbonized and self-igniting motors, have good reason to know. This, as a matter of fact, was one of the chief causes of the abandonment of the hot tube and flame systems, which were the two most successful ones, apart from the electric spark, ever employed.

Apart from the hot tube, various other methods of self-ignition, have been tried at one time or another, including the use of pockets located somewhere in or near the combustion chamber, into which a small quantity of burning gas would be compressed by the force of one explosion, and which would retain its heat long enough to inflame the next succeeding charge, when the fresh charge of gas was forced into contact with it during compression. Only within a matter of three or four years, such a method of ignition was proposed by a New York engineer, who actually constructed a motor in which the exhaust valves were drilled out from above, the lit-

tle pockets thus formed, being intended to serve the purpose just indicated. Like some of its predecessors, however, little was heard of it after its first grand exploitation in the newspapers.

The principle of the little pocket cigar lighters, such as are at present on the market in various forms, also has been tried out. In common with one form of gas lighter, intended for household use, the device in question depends upon the action of spongy platinum when exposed to a sharp blast of air. A little bunch of fine platinum gauze, when blown upon briskly, becomes sufficiently incandescent to ignite a wick, the flame from which is used in lighting the fragrant and useful tobacco. In the gas lighter, the same principle is used for inflaming the gas which issues from a burner. In the gas engine igniter in question, it was used directly in the cylinder and became heated sufficiently to ignite the gas, either under the influence of the incoming charge, or when acted upon by the condensed and heated charge during compression.

This, and other methods involving the action of various rare elements such as platinum and osmium, occasionally were brought to rather high development by the use of mechanical devices for bringing them into or out of action and thus varying the time of the spark by controlling the point in the cycle at which the compressed charge came into contact with the igniter. In one instance, electricity was employed to heat a fine wire for the first few explosions, after which the heat of the engine itself was sufficient to ensure its continued action. None of the methods of this sort, involving the action, known in chemical terminology as catalysis, however, proved to be sufficiently practical to endure for long in service.

Doubtless every motorcyclist who is familiar with the principle of the old-fashioned flint-lock musket, has wondered at one time or another, whether it would not be possible to apply the simple action of the flint and steel for ignition purposes. Here would be simplicity in the extreme, low cost, freedom from delicate adjustments and a combination of elements which could be repaired or replaced at small cost and almost anywhere on the face of the globe. But unfortunately not all natural flints are sufficiently uniform in texture to yield a spark of certain volume and heat every time they are struck, while the relatively low heat of the spark produced in this way promises so little, that it never has been considered worth while to attempt its adaptation.

A proposal very closely suggestive of the flint and steel idea was voiced a little over a year ago, however, and for a time seemed to be more or less promising as a solution of the ignition problem from the non-electrical standpoint. This scheme hinged about a remarkable property which had been discovered in a newly constructed alloy of certain metals. The alloy in question, which is called Auer metal, is a combina-

tion of iron and thorium, and is the invention of Auer von Welsbach, originator of the incandescent gas lamp which bears his name. It possesses the curious property of giving off exceedingly bright sparks when struck lightly against a piece of steel, and because of this feature, was thought for a time to be exceedingly valuable.

Like other methods by which it has been hoped to get rid of the troublesome electrical system, however, this appears to be doomed to come to no great end. Upon inquiry of the New York firm which handles the metal, the *Bicycling World* was informed that it had not been found satisfactory for gas engine ignition; in fact, that it appears to be useful only as a scientific novelty. Thus ends the dream of a possible hammer and anvil in the cylinder, with no external wiring or batteries, switches or coils to bother the amateur.

It is just a case of the survival of the fittest, and there can be no question that, round about and complicated though the electric ignition system may appear to the beginner, its use and its development alone have done more to render the internal combustion engine available in such small sizes as are used on motorcycles than any other single phase of its improvement.

Britishers Increase Cycle Exports.

British exports of cycles and parts recovered in May from the slight setback experienced in April. There was an increase in the number of complete machines exported and in their total value, the figures being 10,189 complete machines, valued at \$223,270, as against 9,178, valued at \$208,515 for the corresponding month last year. There was even a correspondingly large increase in the parts trade, which jumped from \$425,635 in May, 1908, to \$539,230. The gross exports for the five months ending in May, 1909, amounted to \$3,547,790, as against \$3,366,325 for the corresponding period last year. Of the total for the 1909 period the value of complete machines constitutes less than one-third, the figures being \$1,057,135. The value of parts exported during the period was \$2,490,655. Imports of foreign cycles and parts maintained the upward tendency they of late have shown, the total for May being \$74,630, as compared with \$67,710 for May, 1908. The net imports for the five months ending with May amounted to \$407,275, as against \$379,630 in May, 1908.

Plan to Make More Cycle Forgings.

While for many years Billings & Spencer, of Hartford, Conn., have been famous for supplying wrenches which have become a standard in cycle and motorcycle use, it is not generally known that they also produce a very complete line of forgings suitable for both bicycles and their motor propelled brothers. Nevertheless such is the case and they are now preparing to make a stronger bid for this class of business, having provided special facilities for handling it in an even larger way.

ELIMINATING ENGINE CLATTER

Causes of Noise in Timing Gears and Valves—Construction Which Makes for Silence.

Silent operation is a feature in motorcycle design which makers and dealers alike are coming to recognize as of far greater importance than ever used to be supposed. Now that ample power and entirely reliable performance have come to be accepted by the rider as a matter of course, the builder who is anxious to present to his customers an extra fine product, aims to improve, not so much its power and speed, as the smoothness and quietness of its operation.

Nor does the matter of silence—which is the best advertisement of good design—depend solely upon the muffling of the exhaust. Next to the muffler, improvement has to be made in the design and construction of the timing gear. How many elements contribute to the clattering action which characterizes some of the carelessly built motors, may be judged from the following resume, which is from the pen of a widely known expert on matters pertaining to the internal combustion motor:

"Some of the principal causes of timing-gear noises," he explains, "are inaccurate machine work on the crank case, causing too wide variation in the distance between gear centers; unsuitable crankshaft and camshaft bearings, causing jumping of the shafts when the motor is running; inaccurately spaced and poorly designed gears, causing warping after the strain of cutting the teeth is removed. The utmost care must be taken in fitting up cam gears, and sometimes one or two of the gears may be changed to good advantage, even though they are apparently the same size and shape.

"The chief cause of noise in timing gears is the uneven or intermittent load due to the lifting action of the cams, causing intermittent pressure on the teeth and even reverse pressures, producing slapping of the gear teeth, due to backlash. There are a number of points to be taken into consideration in ameliorating this condition, such as reducing the weight of the valve mechanism, proper tension of the valve springs, the use of suitable relatively non-resonant material, shaping cams to give soft action to the valve plungers, proper pitch and lubrication of gears, and amount of permissible back-lash.

"The principal cause of valve noise is in allowing the valve to slap on its seat. The descent of the valve spring should be suddenly arrested just before it strikes its seat, either by a slight rise in the cam or by a very gradual taper. The valve spring should be of sufficient strength to keep the roller in contact with the cam. One leading experimenter says that in proper design the sound produced by the seating of the valve

cannot be heard outside the motor with the manifolds carburetter and muffler connected. The weight of valve necessary to give the best result is a matter for mature consideration. The thickness of wall and shape of the manifold also are important."

Locating a Mysterious Noise.

Occasionally an unusual scraping noise is heard in a motor, which runs sluggishly, not developing the full power it should at the speed at which it is running. This trouble often occurs in motors having fiber gears for driving the cam shafts or magneto and which have been in service for some length of time. The cause is the swelling of the gear wheels, due to the absorption of oil, the gears expanding and meshing too closely with the steel driving pinion, and at the same time swelling laterally and rubbing against the casing. The trouble in most cases can be located by noting the rise in temperature of the cam shaft bearings. The remedy consists in either replacing the fiber gears with others or recutting the teeth of the swelled gears, and reducing the pinions to normal thickness, by planing or turning in a lathe.

Cleaning Out the File Teeth.

In removing oil from the teeth of a new file a ready way is to rub chalk or charcoal across the teeth and brush vigorously. By repeating the operation a few times the oil will be thoroughly absorbed, and the file will be in the best possible condition for use upon cast iron. When the teeth of files are clogged with wood or other soft substances, which have become baked into them, if the file is held in boiling water for a few moments the imbedded substance becomes so loosened that it easily may be carded out of the teeth. If the operation be quickly performed any moisture remaining will be readily evaporated by the heat retained in the file.

To Remove Carbon from Plug Shells.

In service considerable carbon accumulates in the recesses or air chambers of spark plugs and sometimes causes a short circuit, but in any case it is desirable to occasionally remove the deposit. A good way to do this is to stand the plug on end, points upward, and if the plug is heavily incrustated, first making an incision to permit the fluid to thoroughly permeate the chamber, fill the cavity with household ammonia and let stand over night. In the morning the deposit will be thoroughly loosened, and after flushing with a fresh charge of ammonia the plug will be clean.

Extinguishing a Gasolene Blaze.

In case of gasolene becoming accidentally ignited, it is useless to try to extinguish the flame by means of water since the gasolene will only float on the water and continue to burn. Dry sand is very effective as an extinguisher, and a supply should be kept constantly on hand wherever gasolene is stored or used.

SPARK PLUGS FOR MAGNETO USE

Requirements Result in the Development of Special Types—Reasons for the Multiple Points.

Since the advent of the magneto on American motorcycles there has been much complaint of the difficulty experienced in starting with this form of ignition, but comparatively few riders have realized how important a bearing the spark plug had in the matter. Spark plug makers recognizing that a magneto, on account of its slow generation of current required a different type of plug, if starting would be attained as easily as with a battery, brought out a new type of plug with multiple sparking points and heavier electrodes, and intended for use with magnetos. In some of the most popular of these new plugs the core, or central electrode, extends well beyond the inner end of the core, and is spanned or straddled by a wire loop extending across the mouth of the plug, and the ends of which loop are imbedded in the shell at opposite points. This bridge or loop which forms the negative electrode or ground, is constricted in its central section so as to form a series of three separate sparking points, each gap being of a different width. This form of construction brings the sparking points out much further into the combustion chamber, where they are more fully surrounded by gas, and which, with the hot spark generated by the magneto results in a more rapid propagation of the flame.

Because of its multiple sparking points as against one in the ordinary type, a magneto plug as it is termed, is particularly suitable for the rear cylinder of twins where the splash of oil is greatest and fouling consequently quite prevalent. If the regular points become sooted or coated with oil to such a degree that a resistance is set up which the current will not overcome, the spark will jump between the shortest of the other gaps where the resistance is less, and the explosions usually will cleanse the fouled points, so that they will resume work within a short time.

In multiple cylinder engines, whether twins or fours the proper spark plug makes the difference between joy and vexation. "Any old plug" will not serve.

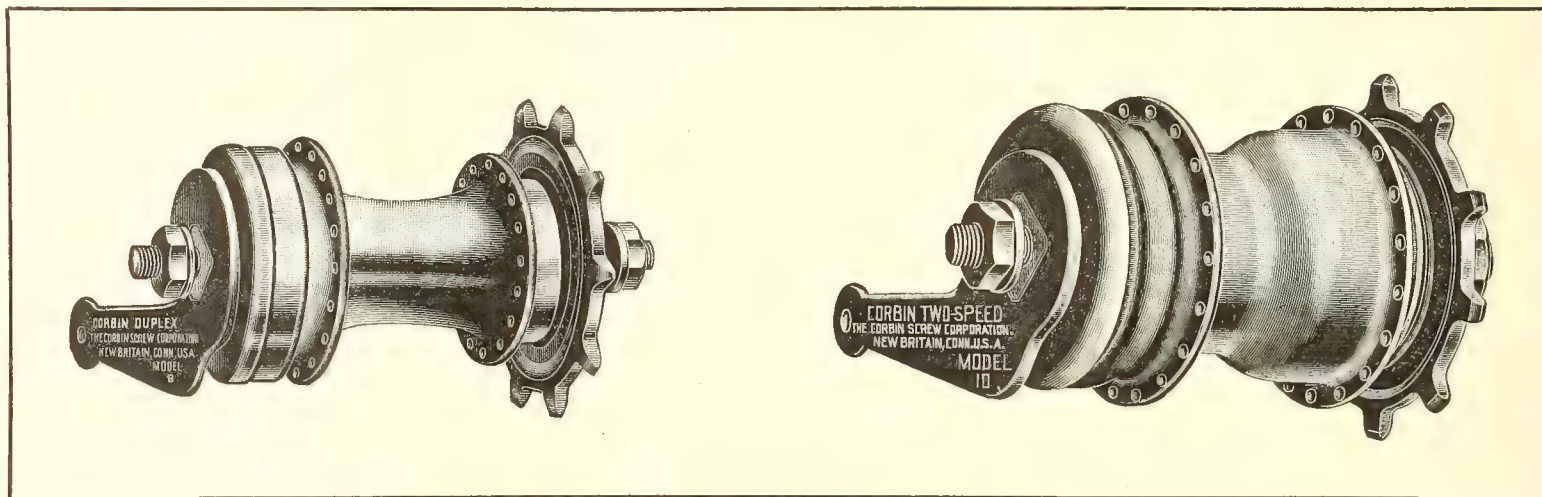
Troubles with the Oil Lamp.

While everyone knows that acetylene lamps must be kept clean to secure good results, riders often imagine that an oil lamp ought to go indefinitely without an internal cleaning. One of the commonest reasons for oil lamps going out is the choking of the draught holes in the cap of the lamp by deposits of carbon. These should be looked for and removed before any lengthy drive at night is undertaken. The other essentials are a good lamp, good oil, and a clean, dry wick.

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NEW YORK, JULY 17, 1909.

"Enclosed please find money order for renewal of my subscription for the Bicycling World. Would have remitted earlier but too much business caused me to neglect it as well as other things. Would not be without the paper at \$10 a year."—W. H. Gerlich, New Braunfels, Texas.

About the "Yellow Dog Class."

When the mountain labors and brings forth not the proverbial mouse, but a yellow dog, there is real cause for wonder.

The result of the work of that portion of the committee responsible for the proposed changes in the F. A. M. competition rules strongly suggests labor of the sort. The attempt to blast amateurism, the foundation on which rests all enduring forms of sport, and to substitute for it two classes, the very designations of which are foreign to sport, is remarkable procedure and the indecent haste with which certain of the responsible men are, after twelve months of delay, seeking to "railroad" or "jam through" their astonishing conceptions, is full of peculiar suggestiveness. The manner in which outsiders were drafted in order that a majority of the committee might be counted at the only official meeting ever called or held to consider the revision of the rules and the more or less amusing veil

of secrecy thrown around the proceedings of that meeting, do not serve to add to the wholesomeness of the whole affair, indeed, it contains some of the elements which go to make up malodorous scandals.

The chief feature of the proposed new rules is, of course, the attempted abolishment of amateurism and the segregating of all persons engaged in the industry, whether actively or passively—which means as a worker or as a mere stockholder—into a class by themselves. Their occupations or possessions, not their personal qualities or performances or inclinations, are made the measure of their sportsmanship. It is sought to brand them as sportsmen who not only do not ring true, but who cannot ring true. It is sought to tie to them forever and aye the tag "Trade" and to so infect their persons with the smell of the shop that never in after life can they be rid of it, no matter where they may go nor in what walk of life engage. They are branded for all time as questionable sportsmen, unfit to rank with their fellows.

As manufactured by the F. A. M. revisionists, the so-called private owner is constituted of most of the qualities that are high-minded and desirable in sportsmen; in a pinch, he may call himself an amateur. Having pasted him together, the revisionists appear to have swept together the scraps and "leavings" and stuffed them into a skin which, though labeled "trade rider," has every appearance of a yellow dog. Figuratively, the mongrel then is kicked out of doors, to pick up bones however and wherever he may. He is told that the whole world is his and that he is free to roam where he will. The hobo, the social outcast, and the yellow dog all enjoy "freedom" of that sort.

If ever life is breathed into the so-called trade rider, ultimately he will find himself a sporting outcast; he will find that in greater or less degree the label will affect both his social and his commercial standing; he will find that he is the yellow dog of sport; and he will have cause to damn those responsible for his discomfiture and loss of caste. Recollection that some if not most of them also were of the trade will not serve to lessen his bitterness.

To term the trade rider class the "yellow dog class" is to befittingly term it. It smells to heaven of either thoughtless inhumanity or rank injustice. It is by all odds infinitely more repugnant than the ancient English rule which declared that no man who worked for a livelihood could be an

amateur. That rule, at least, had the virtue of consistency. It applied to all men of all professions who soiled their hands by labor.

The proposed F. A. M. rule applies only to the men engaged in one particular profession. It comes close to that extreme of law which is said to be the extreme of injustice. It could not well be worse or do more to make that profession degrading. It is not to be compared with the distinctions "amateur" and "professional;" for each man's personal choice or his personal conduct alone decides which of those designations shall apply to him. In the case of the "trade rider," he has no choice, no voice, no recourse. He is absolutely forced to bear that brand whether or no he desires to do so and regardless of his inclinations and his conduct. He can escape it only by selling his factory, his store or his shop, or any share or interest, however slight or indirect, he may hold in such establishments; or, if he be an employe, whether manager, superintendent, salesman, bookkeeper, foreman, repairman or errand boy, he is accorded the exquisite privilege of "throwing up his job" and seeking other fields of livelihood. Strange to say, however, he still will be free to have to do with motors, but they must not be made or sold or repaired in establishments dealing with motorcycles or motor vehicles—a distinction the subtle charm of which will be appreciated when it is understood that the advocates and apologists of the yellow dog class consider superior knowledge of and experience with motors to be among the justifications for the creation of a mongrel class.

The men who love the F. A. M. and even those who have but passing regard for it, will have reason to be ashamed of the organization if ever it permits such a miserable state of affairs to come to pass. If it should come to pass, there should be erected over the portal of every motorcycle establishment the sign: "All who enter here, leave hope behind. Sportsmanship ends at this door"; for such signs truly will represent the situation as it will exist.

It is difficult to discover a redeeming trait in the essential features of the proposed new rules. It is impossible to distinguish how or where they can accomplish any reform or improvement of present conditions. They merely wipe out the terms amateur and professional and set up new ones; they characterize the men in the trade and they permit the sheep and goats to mix at will, and while permitting this comingling of classes, they say that the sheep

shall not accept cash, while the goats may receive it whenever and wherever it is tendered.

The rules appear to be based on the assumption that it is only the sportsmen in the trade who desire or accept cash and that the private owner would not descend to the practice. In other words, any professional cyclist or pacemaker, or Dorando, Longboat, Tom Eck, Jim Jeffries or Jack Johnson, or any other professional in any line of sport, will be private owners, according to the remarkable definition and will be free to mingle and compete with those who, bearing that designation, may fancy that it implies that they are amateurs. If Tom Eck or the negro, Johnson, or others of that ilk, own the motorcycles they ride and are not engaged in the motorcycle trade, the private owner will be compelled to meet them as his sporting equals; the proposed rules require it. But it will be well for him—and the trade rider also—to bear in mind that the moment he measures speed or skill with such men—with professionals in any line of sport, the door of amateurism is closed to him, and he becomes as much of a professional as they; he becomes of their class and kind; he forfeits his amateurism and can compete in no other amateur sport. The moment the F. A. M. adopts the proposed rules, it will violate and repudiate its existing alliances, lose the support that comes of them and cease to be a promoter of amateur sport.

If ever the rules are adopted, it will be enlightening to learn how any committee or other body of men will be able to discover and label and forever thereafter keep track of all the principals and stockholders and ex-principals and ex-stockholders in motorcycle factories, all the employes and ex-employes in such establishments, all the dealers and repairmen and their helpers, and former dealers and repairmen, and all others who will be turned into the "yellow dog" kennel. It will be edifying to discover how the private owner's class will be kept any cleaner—or as clean—than it has been possible to keep the present amateur class. For in addition to all of the present difficulties, new ones and intricate ones will be added. Apart from keeping away from the cash box, the private owner must not be or never must have been in the trade and he must own the machine he rides. He cannot borrow one. If his mount goes wrong or suffers accident during the course of a contest or race meet, he is down and out unless he is wealthy enough to have pro-

vided himself with a supply of machines.

Does any sane man believe that because he is styled a private owner, the bogus amateur will have any more scruples about taking cash or asserting ownership of a machine he does not own? Does any sane man believe that he will hesitate to engage in over-night sales or to employ bogus bills of sale? Will the new designation render his detection surer or easier? If not, how will the atmosphere be clarified or the sport be improved? These questions suggest their own answers. The proposed rule merely adds to the confusion and encourages new forms of deceit and trickery; increases the scope for protest and friction and makes for more mischief and lack of harmony generally.

What will the proposed rules accomplish that the existing rules—which are but the rules that have governed sport for generations—do not accomplish? If any persons, clubs or other promoters desire to restrict events to private owners or to riders engaged in the trade, the rules permit them to do so, and they do more: they guarantee the standing of all competitors in all other sports. They do not force any man to meet professionals and thereby to become one against his will. If it is desired that an American team shall compete abroad, the present rules do not block the way. The motorcyclists of Great Britain all are professionals, and we have professionals that are their peers if not their superiors. If our field is not large enough and the F. A. M. administration will but do its obvious duty, the deserved transfer of a half score bogus amateurs quickly will increase the field. But the present rules will not permit any man to play the part of a professional abroad and be accepted as an amateur on these shores, which is what the proposed rules seek to achieve. An offense is none the less an offense because committed on one side of an expanse of water. The penalty for it is not to be visited only on stay-at-homes.

While the existing rules are susceptible of improvement in details, they are paragons of simplicity and fairness by comparison with those which it is being attempted to ram down the F. A. M. throat.

So far as we are able to judge, the proposed new code springs chiefly from two desires—the belief of one man that the term "professional" constitutes a stigma and a consequent desire to remove it, and the desire of the motorcycle importer who is president of the F. A. M. to satisfy per-

sonal ambition and to "make good" with some friends and official acquaintances across the sea. On an official occasion during his visit to London, shortly after his election, at which our rules were discussed, he found it opportune to inform them that their motorcycles were superior to the American article—a statement repeated over his own signature—and to say that which led one of those present to report that "our definition of a private owner was pointed out" and "it may be stated with practical certainty that in the future American amateurs may come over and take part in our competitions without fear of suspension." In other words, the president of the F. A. M. evidently gave assurance that he would "fix things." The proposed new rules constitute evidence of his way of "fixing" them; for though even by virtue of his office he is not a member of the revision committee, he has done most of its work. He has sought to tear the heart out of the American rules and made ready to strike the American colors and to run up a streaked and yellow banner in their place.

Whether the Federation of American Motorcyclists and the American conscience and conception of sportsmanship will permit of such "fixing" remains to be seen. We know that there are many men in the trade who do not relish the attempt to force them and their employes and agents into a "yellow dog class," solely because of their profession; we know that there are amateur sportsmen who resent the effort to compel them to forfeit their status in all sports; we know that there are clubmen who deplore the prospect of creating discord and castes within the ranks of their organization; we know that there are personal friends in the trade and out of it, who will be grieved if a line is drawn between them and the one placed on a lower level. We find it hard to believe that all of those who assisted in "fixing things" realized the full import of their action. We cannot believe that the spirit of fair play—the first essential of sport—will suffer such conditions to come to pass and that men will cease to have the right to choose their quality of sportsmanship. The law of Great Britain creates two classes of society. In America we know and recognize but one.

"Enclosed find \$2 for one year's subscription to the *Bicycling World*. We find it a valuable paper and interesting also for the racing news."—Golden City Wheelmen, San Francisco.

BROKEN FORK BREAKS THE TIE

Chicago's Three Days Motorcycle Reliability Contest Develops a Close Decision

—Yale Team Gets the Trophy.

It was a broken fork that decided the Chicago Motorcycle Club's three days reliability team contest, which terminated on Sunday evening last, 11th inst. The fork was on the Excelsior ridden by Arthur G. Lyon, of the Excelsior team, and although the team finished with a perfect score, the fact that Lyon's machine was not in condition for further immediate use, caused the judges to award the cup to the Yale

also had been entered, but at the eleventh hour it was stated that Van Sickle had permitted his F. A. M. registration to elapse and he was declared ineligible. Later this was rectified, but the team then declined to participate.

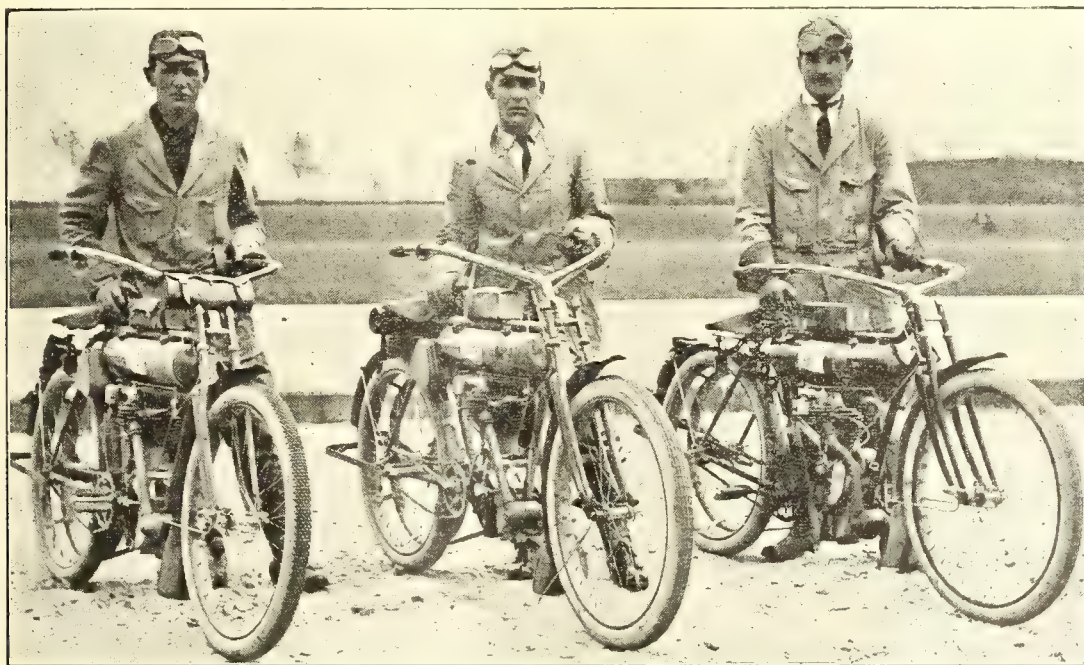
The first day's run from Chicago to South Bend, Ind., and return on Friday, 9th inst., a total distance of no less than 230 miles, brought disaster to one team—the Armac—and put a dent in the perfect score of the Pierce trio, Paul being the one to suffer. The route was from Chicago to Hammond, 21.6 miles, where the first checking station was located, and then to Valparaiso, 52½ miles. After leaving Valparaiso the contestants went to Michigan City, 77.9 miles, the third checking station,

the contestant observers could not tell whether he made repairs or not, which was against the rules, he was fined 250 points. Duffey barely got back to Chicago within the time limit. Paul did not have any further trouble, but his team mate, Kenyon, ran into bunches of it in the form of sand. A buckled rear wheel put him out for good. Mills started from the club house on time, but walked 100 feet, and put his machine on the stand, while the observers stood by and noted the time. After fooling around for one-half hour, during which time all the seals were broken and it was discovered that his batteries "lacked" juice, Mills gave up the struggle. Crist, the remaining member of the Armac team had considerable trouble in keeping to schedule. He lay low on his machine both out and back and managed, by careful nursing, to get back to Chicago without puncturing his score. He was a very tired man, and his back ached when he finished.

The last day—Sunday—brought disaster to the Harley-Davidson team, which up to this time had, with the Excelsior and Yale teams, enjoyed perfect scores. The course, which was from Chicago to Ottawa, 86.8 miles, and return, totalling 173.6 miles, probably was more exacting than either the route to South Bend or to Rockford. The riders already were tired from their strenuous two days' riding and the vast patches of sand did not serve to lighten their burdens. Delays by sand meant harder riding over the good stretches, and it is this sort of inconsistent riding that plays havoc with clean scores. The controls or checking stations were at Garfield Park, Aurora and Ottawa, both going and coming.

Crist, the remaining member of the Armac team lagged so much that his team mates for the day had to leave him. He finished a half hour late, walking beside his machine, which upon examination, disclosed the facts that the belt had been tightened and the air valve had been lost from the carburetter, a makeshift repair having been effected by means of a pocket handkerchief. Crist was charged 200 points, reducing his score to a total of 744 points for the three days.

As previously stated, Lyon's broken fork was not wholly his fault. He claims that another machine ran him into a ditch, which was something he could not avoid. There was no formal protest, but a lot of ill feeling developed because of the incident. The other team that lost its perfect score was the Harley-Davidson, also through a minor mishap that in no way was the fault of the machine. Bernard was ploughing through one of the sand patches when he fell. It came so suddenly that he had not time to turn off the power, causing some particles of sand to suck in the inlet valve and wedge it. While the damage was repaired in a few minutes, the time Bernard lost rolled up 19 points against his otherwise clean sheet, making his total number of points 981. Crolius and Ollerman both finished with perfect scores, or 1,000 points each. Lyon, of



THE VICTORIOUS YALE TEAM—INGRAM, CHUBBUCK AND OBERWEGNER

team, which also earned a perfect score, and each man and machine of which was in condition to "keep moving" if occasion required. The Yale trio suffered nothing worse than a broken mudguard brace. The fracture of Lyon's fork was not wholly his fault; he had been forced into a ditch by another rider.

But for another fall which caused an inlet valve to stick, there would have been a triangular tie; for the Harley-Davidson team lost but 19 points because of such a mishap. Harvey Bernard spilled in the sand and as his fallen machine remained in operation, it sucked in enough sand to cause the inlet valve to stick and require cleaning.

As reported in last week's *Bicycling World*, five teams started in the contest. They were constituted as follows:

Harley-Davidson—S. Lacy Crolius, Harvey Bernard and Frank Ollerman.

Excelsior—J. S. Woodworth, A. G. Lyon and Joseph De Salvo.

Armac—R. C. Crist, M. H. Mills and E. P. Colwell.

Pierce—Louis Kenyon, F. J. Duffy and Albert U. Paul.

An Indian team, composed of Fred Huyck, C. W. Van Sickle and G. W. Lyon,

and then into South Bend, 115 miles. The same route was followed back to Chicago.

The Yale, Excelsior and Harley-Davidson teams got through without any trouble, but Paul, of the Pierce team, dropped 30 points on the way to South Bend, caused by a sand hole in one cylinder. Crist, Mills and Colwell all lost points the first day. Colwell was foolish enough to start the run without goggles and naturally he had trouble with his eyes. He finished the first day with the front fork bearings apparently missing and did not start the second day. Mills dropped 4 points because of a broken roller in the exhaust lift, while Crist was penalized 6 points for adjusting his commutator.

These were the only penalizations on the first day, but the efforts to keep up to the stiff schedule that prevailed shattered other hopes on Saturday, when the route was from Chicago to Rockford, Ill., and return, a total distance of 185.4 miles. The checking stations were located at the exit from Garfield Park, 5 miles; Elgin, 38.8 miles; Marengo, 65.3 miles, and Rockford, 92.7 miles.

Duffey started out with a perfect score, but because he failed to maintain the schedule of 20 miles and lagged behind, so that

the Excelsior team, also had 1000 points when he finished, but it was the technical examination that brought to light the broken fork, and thereby broke the tie between the Yale and Excelsior teams.

The score each day was as follows:

Yale Team.			
	1st Day.	2d Day.	3d Day.
Ingram	1000	1000	1000
Chubbuck	1000	1000	1000
Oberwegner	1000	1000	1000
Excelsior Team.			
Woodworth	1000	1000	1000
Lyon	1000	1000	1000
De Salvo	1000	1000	1000
Harley-Davidson Team.			
Ollerman	1000	1000	1000
Crolius	1000	1000	1000
Bernard	1000	1000	981
Pierce Team.			
Duffey	1000	750	750
Paul	970	970	970
Kenyon	1000	Out	
Armac Team.			
Crist	994	994	744
Mills	996	Out	
Colwell	995	Out	

Although one tire company sent a car filled with spares behind the riders, it was not needed, for tire trouble was not apparent. So far as can be ascertained no points were lost because of tire trouble, and a remarkable fact is that upon two of the machines of the winning team the treads were not worn off, this despite nearly 600 miles of hard riding. Chubbuck and Oberwegner of the Yale team used Kokomo tires, while Ingram's machine as well as those of Woodworth and Lyon of the Excelsior team, were equipped with G & J tires. De Salvo used the Morgan & Wright.

The rules governing the contest were somewhat off the usual, being patterned after the automobile affairs in which observers are employed. As motor bicycles do not readily lend themselves to the carrying of an extra passenger for "observing" purposes, the competitors were divided into riding teams of three men—one man from three contesting teams—and these riding teams were changed each day. When any member of a team was compelled to stop, the other two members also stopped, pulled out their watches and noted the time and character of the work performed, and noted the facts on the card carried by the contestant who did the work. When any contestant was delayed more than one-half hour the other two contestants proceeded without him, and the unfortunate was penalized 250 points for "falling out of place," this provided he finished within the required time. The scheduled speed was 20 miles per hour, which is the legal limit in the open country. As slowdowns were necessary in nearly all the towns, almost a racing pace was necessitated to maintain the schedule.

The machines used were stock roadsters equipped as per catalog specifications; tool kits, battery boxes, spark plugs, commutators, and other parts were sealed 48 hours

before the starting of the "race," as this rule inadvertently termed the contest. Breaking of a seal entailed a loss of 50 points, and for work upon a machine one point was charged for each minute up to 30 minutes; after that time the rate was two points per minute. For making replacements two points per minute was charged, while "failure to keep up to the schedule with the balance of the team" as stated, entailed a loss of 250 points.

After the first day, when two of the teams had been thinned, there were not the required number of "observers" to observe each other, and while there was some grumbling and some suspicion and talk of surreptitious adjustments, generally speaking, the rules panned out much better than had been anticipated.

Keen Competition at Columbus.

So much enthusiasm was stirred up by the two motorcycle races which formed part of the program of the two days automobile meet at the driving park track the week previous that the Columbus (Ohio) Motorcycle Club held an exclusive motorcycle meet on Saturday last, 10th inst. Ten events were on the card, and Fred Huyck and J. De Gruchy shared the honors of the day, the former winning three races, and the latter four.

The unlimited pursuit race was the feature of the meet, and proved a battle royal between Huyck and De Gruchy, the other starters being soon overhauled and forgotten. When a rider was passed he quit, and the elimination was rapid before the onslaught of the two flyers. For 16 miles they unwound at a 1:05 clip, with half a mile of daylight separating them, and Huyck stock was booming. In the 17th mile the tide turned and De Gruchy reduced his adversary's lead by 200 feet, and in the 18th Huyck's gasolene gave out and it was all over but the noise. The time was 20:17.

The only accident of the day occurred in a three miles match between F. Erlenbuch and J. J. Keating, both riding Indians. Keating's brake locked in the first mile and he went skyward, but beyond a severe shaking up when he landed he escaped injury. The crowd was light and there was some delay in running off the events, but enthusiasm was at fever heat. They liked it so well that the club is going to have another in the near future. The summaries:

For machines under 20 cubic inches piston displacement—Won by J. Howich, Indian, time, 5:23½; second, E. Gonell, N. S. U.; third, J. Oldacre, Torpedo.

Four miles open—Won by Fred Huyck, Indian, time, 4:38; second, J. Wells, Excelsior; third, E. Gonell, N. S. U.

Ten miles handicap—Won by J. De Guchy, N. S. U., time, 11:40; second, J. Baker, Indian; third, Fred Huyck.

Five miles open—Won by J. De Guchy, N. S. U., time, 5:28¾; second, Fred Huyck, Indian; third, J. Baker, Indian.

Five miles handicap—Won by Fred

Huyck, time, 4:55; second, J. Wells, Excelsior; third, J. Baker, Indian.

Five miles for club members—Won by J. De Guchy, N. S. U., time, 5:35½; second, J. Wells, Excelsior; third, M. Lehman, Indian.

Unlimited pursuit—Won by J. DeGuchy, N. S. U., time, 20:20; second, Fred Huyck, Indian. Distance, 18 miles.

Four miles handicap—Won by Fred Huyck, Indian, time, 5:31¾; second, H. Nixon, Indian; third, J. Baker, Indian.

One-eighth mile, slow race—Won by J. Wells, Excelsior; second, C. Morris, New Era; third, J. Lehman, Light; no time taken.

Fresno Club Holds a Motor Meet.

For its first annual meet, the Fresno Motorcycle Club, of Fresno, Cal., chose Recreation Park as the scene of action, the resort having a race track which was found to be suitable for the purpose. A large and enthusiastic crowd gathered for the competition. The summary of the races and results follows:

Five miles novice—Won by E. Thompson (Indian); second, G. Prather (Excelsior). Time, 6:50.

Five miles, single cylinder—Won by Harry Cogburn (Indian); second, George Woods (Indian). Time, 6:45.

Quarter mile slow race—Won by G. Prather (Excelsior); second, McQuister (Excelsior). Time, 5:36½.

Ten miles, single cylinder—Won by Harry Cogburn (Indian); second, Knappe (Thor). Time, 12:52½.

Pursuit race, twin cylinders—Won by George Woods (Indian); second, Harry Cogburn (Indian). Distance, 15 miles. Time, 17:39½.

One mile freak race, riders to run 220 yards, pick up their machines, ride to within 220 yards of the tape and finish on foot—Won by Harry Cogburn (Indian); second, H. Stay.

Ten miles free-for-all—Won by Eugene Thompson (Indian); second, B. Evinger (Indian); third, James York. Time, 12:05.

One mile exhibition, professional, by Benjamin Bresee. Time, 1:03.

Pursuit race, single cylinder—Won by Harry Cogburn (Indian); second, George Woods (Indian). Distance, 8 miles. Time, 10:07½.

Ten miles, single cylinder—Won by Harry Cogburn (Indian); second, Alec Robb (Indian); third, Joseph Arkel (Thor). Time, 13:12.

Five miles match race between Joseph Arkel and Dr. Coney—Won by Arkel. Time, 5:36.

McCrea Wins at Springfield.

J. Nash McCrea, who had laid claim to the bicycle championship of his locality, played motorcyclist on the 10th inst, when astride a Thor, he won the five miles motorcycle race held in connection with the automobile meet at the fair grounds track, Springfield, Ill. His time was 8:45. Mark McCrea, who was the only other starter.

WELL SPICED SPORT AT NEWARK

Pros and Amateurs Fight Good Battles and Spills Add to the Excitement—Clarke Trounces Fenn.

No matter what William S. Fenn, of Bristol, Conn., may think, A. J. "Rocket" Clarke is his master, as was proved in no uncertain manner at the night meet at the Newark Velodrome on Sunday night last, 11th inst. Clarke easily disposed of Fenn in two straight heats in their match, while the latter triumphed in the ten miles professional scratch race, in which both Clarke and Kramer were eliminated by punctures. Percy O. Lawrence showed splendidly in the role of a pursuit rider, although he was baked in the unknown distance race and met defeat at the hands of Jacob Magin. Among other things, the meet showed the Newark promoters that night racing is not as popular with the "fans" as those meets held in the afternoon. While the crowd was large it was not of the overflowing kind and as a result it was announced that hereafter the Sunday meet will take place during the afternoon.

All the races were features, but the Clarke-Fenn match and the ten miles professional open were the headliners. In the former Clarke rode both heats to his liking and was never in danger of being beaten by Fenn. The distance of the first heat was two miles and Bleecker was put in to pace the two warriors. Fenn secured the position on Bleecker's wheel and for the entire two miles there was no change in the position of the two riders. At the bell Bleecker dropped out and Clarke merely increased his stride, watching for Fenn to jump. The latter did not have a jump in him, however. Upon coming into the homestretch Fenn rode too close to Clarke and rubbed the latter's rear wheel. To save himself from falling he was compelled to ease up, but it did not make much difference, as he did not have a chance anyhow.

Instead of making the race to suit himself in the second heat, at one mile, Fenn again was content to let Clarke get behind Bleecker, the pacemaker. Fenn started to unwind earlier than in the first heat, but Clarke was not to be caught napping, and he also got in motion. The Bristol crack made a good effort on the homestretch, but Clarke finished easily, looking around at his defeated opponent.

The ten miles professional scratch was a hair-raising affair despite the fact that Kramer and Clarke were both put out of the running through punctures. A large field started and with lap money dangling before their hungry eyes the second rate men kept the pot boiling throughout. Anderson was most indefatigable in jumping at various intervals and he had the riders worried. Drobach also was industrious in making the riders close his gaps. The field

began the sprint two laps from the finish, when Fogler went out and closed a gap opened by Fred Hill. On the back stretch of the last lap Fogler was passed and Root took up the running, leading into the homestretch, followed by Fenn and John Bedell. The final fight was remarkably exciting and the judges had a hard time picking the order at the tape. Fenn appeared to get to the line first and this was the decision although many thought that John Bedell was first. Root was given second and John Bedell third. The Newarker made a vigorous protest, alleging that Fogler and Fenn had been in a combination, but the referee could not see any evidence of teaming and would not listen to the protest.

The unlimited amateur pursuit was one of the surprises of the evening. Lawrence has shown himself good at this style of riding, but few people expected to see him win, conceding the victory to Magin or Champion Carmen. Magin put three riders out and Lawrence two, which left these two at equal distances apart. Then it developed that Lawrence had been saving his strength for just such a contingency. He went after the Turner crack in business-like manner and after sighting him in the stretches unwound a sprint that would have done credit to a world's champion.

His exertion in the pursuit took some of the edge from Lawrence, however, for in the unknown distance race, which lasted three miles, Magin, who had been sleigh-riding behind the Roy rider all the way, made a jump and got around. Magin's sprint was a wonder and he turned around in the homestretch and laughed at Lawrence. Adam Beyerman was third and Clarence Carmen, who a few days previously had won the mile national championship, trailed in fourth. Just before the finish there was a big spill in which about 15 riders hit the boards. The accident occurred on the bank into the homestretch and Courtney Peer fell so hard that he broke his collarbone. William Van den Dries also was one of the unfortunates and loosened an old fracture. The summaries:

Unlimited pursuit, amateur—Won by Percy Lawrence, Roy W.; second, Jacob Magin, National T. V. W.; third, Clarence Carmen, National A. C.; fourth, Jerome Steinert, Roy W. Distance, 3½ miles. Time, 7:42½.

Professional match between A. J. Clarke, Australia and W. S. Fenn, Bristol, Conn.—First heat (2 miles), won by Clarke. Time, 4:32½. Second heat (1 mile), won by Clarke. Time, 2:27.

One-half mile handicap, professional—Won by Fred Hill, Boston (50); second, Peter Drobach, Boston (55); third, Teddy Billington, Vailsburg (60); fourth, Frank J. Cadwell, Hartford (70); fifth, Charles Schlee, Newark (70). Time, 0:53½.

Unknown distance, amateur—Won by Jacob Magin, National T. V. W.; second, Percy Lawrence, Roy W.; third, Adam Beyerman, Mohawk A. C.; fourth, Clarence Car-

men, National A. C.. Distance, 3 miles. Time, 6:43½.

Ten miles scratch, professional—Won by W. S. Fenn, Bristol, Conn.; second, E. F. Root, Melrose, Mass.; third, John Bedell, Newark; fourth, Menus Bedell, Newark; fifth, Fred G. West, San Francisco. Time, 21:38½.

To Try New Style of Road Racing.

A 15 miles unpaced road race which, although common enough in England, will be the first event of its kind ever held in America, is on the calendar for Sunday, August 29th, under the promotion of the Empire City Wheelmen of Brooklyn. The event will be held at Valley Stream, N. Y., starting promptly at 10 a. m., and will be conducted under the rules and with the sanction of the National Cycling Association. Samuel H. Barnett, 374 Fifth avenue, Brooklyn, who is president of the Empire City Wheelmen, and who is thoroughly familiar with the English style of unpaced riding, is arranging the details.

That this race will prove a novelty is certain. The great number of automobiles upon the public highways has made road racing of late years a constant source of danger, and it is with the idea of reducing this danger to the minimum that the Empire City Wheelmen have come forward with the first one-man-at-a-time style of race.

Apart from the safety of the individual this plan has many features to recommend it, as unfair tactics, "sleigh-riding," and such other practices are totally eliminated. Each rider must go it alone all the way. In order to reduce the possibility of one or more riders assisting another the scratch men will be started off first, followed at intervals of 30 seconds by slower riders. Should one rider overhaul another he must immediately pass or be disqualified. Barnett states that there will be a long list of time, place and special awards.

St. Yves Becomes a Motorcyclist.

Henri St. Yves, the famous long distance French runner, has become a motorcyclist. This week he purchased a twin cylinder machine from Jean Roy, the New York dealer, joined the Roy Wheelmen, and in company with Marcel Miny, another member of the club, started out for a two weeks' tour of New Jersey. St. Yves told a Bicycling World man that he likes America so well that he expects to remain here permanently. He has great ambitions to become a pace-follower and says that with a little training he thinks he will be able to hold his own against any of the professional cracks.

Must Register Now in Los Angeles.

Motorcycle riders in Los Angeles, Cal., by a new local ordinance are required to register their names with the city clerk and pay a license fee of \$1. Each licensed owner will receive a seal which must be displayed upon his machine. The scorchers and the "open muffler fiend" are responsible for the action.

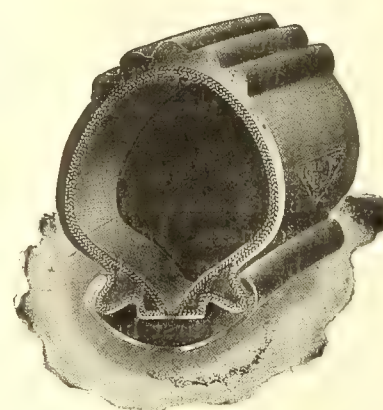
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back without being held up on account of tire trouble.

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Behind the Indianapolis G & J Motorcycle Tire is an organization that has not only had the longest experience in motorcycle tire construction, but has always had the reputation of producing a good tire. No one can buy better material at more favorable prices. No better factory facilities exist. No tire concern has taken as much interest in the motorcycle industry as the G & J Tire Company, and no one can or does put more effort into the making of a high-grade motorcycle tire.



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TIRE SLEEVE
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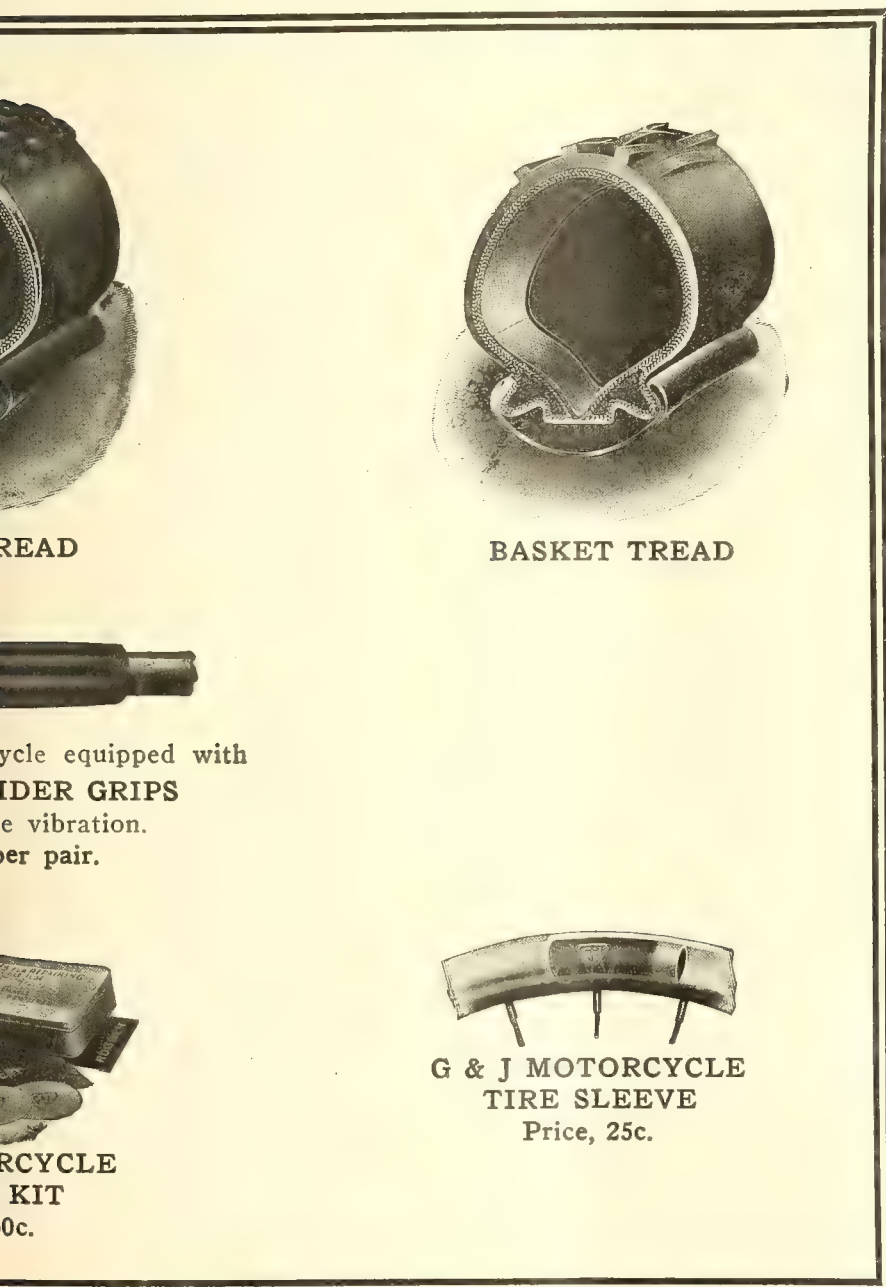
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YOU seldom if ever hear of any complaints on G & J Motorcycle Tires, yet practically 90 per cent. of all the motorcycle riders are using them.

Riders who start with other tires are never satisfied until they try Indianapolis G & J's. They feel that they are not using the best tires from the beginning and this opinion is soon strengthened by comparison.

In a nutshell the situation is this:— Its up to you to select the kind of tire you want on your new machine and it's to your interest to select the Indianapolis G & J. It simply means getting the most tire service for your money, and that is what every motorcyclist wants.

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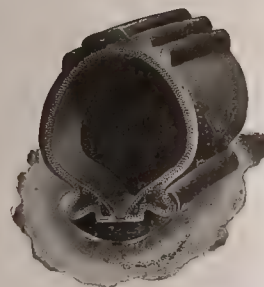
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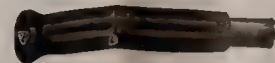
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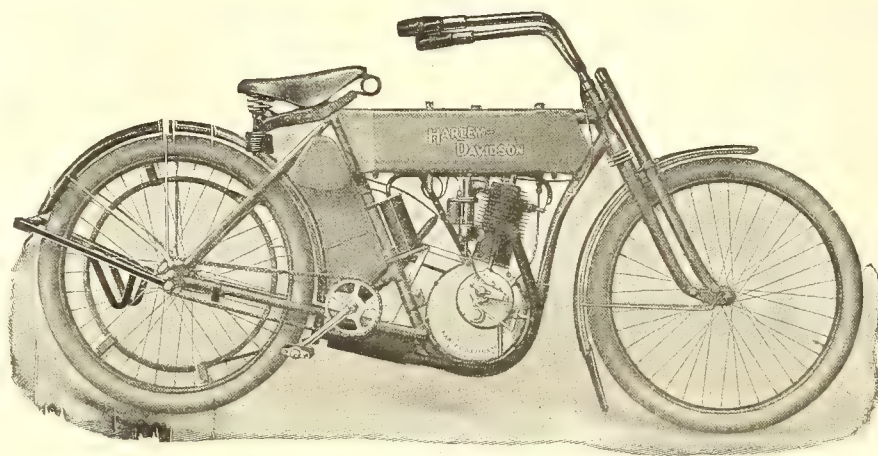
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As usual, the
HARLEY-DAVIDSON
is on the job.

CHICAGO, ILL., July 9th, 10th and 11th.—Chicago Motorcycle Club's 500 mile sealed endurance run. Three HARLEY-DAVIDSONS start in the strenuous 600 mile reliability run and all finish on time without breaking a seal or making an adjustment. Two machines came through absolutely perfect; third rider loses nineteen points on account of bad fall on sandy roads.

WICHITA, KAS., July 5th.—One single cylinder HARLEY-DAVIDSON started in three events. Won first in all. Was not allowed in the 61 cubic inch class. In time trials makes better time than twin cylinders, winning \$50.00 trophy for best time on track.

TOPEKA, KAS., July 5th.—One event, one entry. Won first.

RED WING, MINN., July 5th.—Motorcycle road race. Ten entries, one HARLEY-DAVIDSON entry. First, as usual.

MULBERRY, IND., July 3rd.—Five mile race. First, as usual.

Harley-Davidson Motor Company
MILWAUKEE, WISCONSIN

WOULD PROFESSIONALIZE ALL**F. A. M. Revisionists Present Remarkable Set of Rules and Seek to Rush Them Through—Discord Develops.**

The great secret is out! The great motorcycle mystery has been uncovered—which is say that the result of the discussions of that more or less oath-bound portion of the committee appointed to revise the competition rules of the F. A. M. has been made public, a little more than a year since the appointment of the committee was authorized.

The committee held its first and last meeting last month in a New York hotel. Before it adjourned all those present were pledged to secrecy. They succeeded so well in "keeping things dark" that any one who was particularly anxious to discover what had happened found no extreme difficulty in learning that the chief net result of the meeting was a decision to attempt to abolish amateurism, and to create a class of so-called private owners and a "yellow dog class," into which all persons in the trade would be forced. This was so well known that the secret really was no secret—the mystery no mystery at all.

The various ideas of the part-committee were turned over to the president of the F. A. M. as the chief exponent of the "yellow dog class," and although not a member of the committee, it is generally understood that he performed the actual work of licking them into shape. He took the existing F. A. M. rules and the rules of the Auto-Cycle Union of Great Britain, made copious extracts from each and when he had finished a remarkably voluminous set of rules was the result. The chief interest in them attaches to the manner in which the blow at amateurism is delivered. It is borrowed largely from England, as follows:

Classification of Competitors.

Section 1. Two classes of competitors shall be recognized—private owners and trade riders.

Section 2. A private owner is one who has never competed in motorcycle competition as a trade rider; who actually owns the motorcycle used in competition; who is not connected in any way, either directly or indirectly with any person or firm that manufactures, assembles, sell or repairs motorcycles or motor vehicles; who has never received, either directly or indirectly, any compensation whatsoever for engaging in motorcycle competition or exhibition; or who has never sold or in any way realized pecuniary benefit from a prize.

Section 3. A trade rider is one who is connected, either directly or indirectly, with a person or firm who manufactures, assembles, sells or repairs motorcycles or motor vehicles; or who for any reason is not eligible as a private owner.

Having thus practically defined an amateur under another name and fastened a tag on the men in the trade, and performed the job so that no man in either class can

remain an amateur, the committee or the president then make it possible for even the private owner to go abroad and accept cash, though he is denied that professional privilege at home. The rule that seeks to make this possible is as follows:

International Competition.

Section 1. Before competing in any motorcycle contest outside of the United States of America written permission must be obtained to do so from the chairman of the competition committee.

Section 2. While competing in foreign contests riders representing the United States shall be temporarily relieved from the necessity of adhering to these competition rules in particulars where the rules of the recognized foreign governing body differ from ours, and while so competing our riders shall obey and come under the jurisdiction of the competition rules of the aforementioned recognized governing body.

Section 3. Upon their return to the United States any of our riders who competed in foreign countries shall render a complete and detailed report to the chairman of the competition committee as to the contests entered while abroad.

Possibly the men responsible for the revision do not expect the rules—if adopted—to be enforced or realize the hopelessness of keeping track of or guaranteeing the status of competitors. At any rate the existing system of registration is entirely abolished.

Foreign notions also creep into the provisions affecting records, thus:

"The distances officially recognized for speed records are one kilometer and one mile, and afterwards by miles up to and including a distance of 25 miles; above 25 miles and including 100 miles, the official distances recognized for speed records will be those which are multiples of five, thus 30, 35, 40, 45, etc. Above 100 miles, the distances officially recognized for speed records will be the distances covered by the hour up to and including 24 hours."

The revisionists also seek to limit flying start records to the one mile, one kilometer and five miles distances. All other records must be made from standing starts.

A system of official referees is outlined. The chairman of the competition committee will appoint the referees for all meets. The referee's fee will be \$5 per day and his railroad fare, which must be paid by promoters.

The power to reinstate trade riders as private owners—how it can be in face of the other rules is not explained—is taken from the national organization and given to the competition committee.

A somewhat amusing feature of the proposed rules is a chapter largely borrowed from Great Britain and bearing even the British title "Corrupt Practices." It deals in part with the bribing of officials and suggests a queer state of affairs abroad.

The committee to revise the competition rules was authorized by the F. A. M. at the annual meeting in New York in July of last year. It was not appointed, however, until about ten months later. It is supposed to consist of fifteen members, but exactly who comprise the fifteen is known

probably to not more than three or four men.

The meeting in New York last month, at which the yellow dog class and the other amazing provisions were outlined, was attended by exactly six members of the committee. As this lacked a majority, astonishing methods were employed to give the color of legality to its transactions. President Ovington constituted himself a member and rounded up two New York tradesmen, one of whom—like two of the bona fide members—is a business associate. The round-ups were informed that they represented absent members. They listened intently, said little or nothing, and when all was over they were told to go home and keep their mouths shut. In fact, a motion was made pledging everyone to secrecy. When absent members sought information as to the transactions of their committee, it was refused them. At least, one of them, who was absent through no fault of his own, was informed that another meeting would be held at which the minutes would be read and the transactions of the previous session disclosed.

Since that time, the president of the F. A. M. has been industriously at work slaughtering the old rules and patching together the proposed new ones. Instead of being called to a meeting, however, the members of the committee this week received the voluminous draft of the rules themselves. They were mailed with a letter bearing the rubber stamp of W. F. Remppis, chairman. The letter accompanying them, however, is suggestively Ovingtonian. It stated that "these rules are the final rules adopted by our committee," and yet requested that votes be mailed with 24 hours. It added that the rules were to be accepted or rejected as a whole, as there was no time for extended correspondence, as the committee having voted to print and have them ready for distribution at the annual meeting of the F. A. M. next month, and had voted further that the new rules shall become effective immediately after that event. Where it obtained its authority to do anything of the sort was not explained, but the anxiety to "jam them through" is evident.

The proposed rules unexpectedly received their first airing and the first note of the discord they will create was struck at a meeting of the New York Motorcycle Club on Wednesday evening last. Dwight Patterson, president of the club, who is also a member of the F. A. M. revision committee, had a copy of the rules and read their chief features. He stated that they would affect his standing, pointed out how they will professionalize every man who competes under them and expressed his personal disapproval. He suggested that they be discussed by the club. In the haphazard talk that followed, President Ovington, of the F. A. M., being present, he and an objecting local tradesman, exchanged pointed opinions that required the pouring of oil on the troubled waters. Mr.

Ovington gave voice to some remarkable views that further betrayed his anxiety and his desire to "jam 'em through." After stating that he thought it "a breach of trust" on the part of Mr. Patterson to give publicity to the rules, he declared that the club had no right to discuss them or to express any opinions—in other words, that although they affect every man in every club, that it is not the club's business to protect or otherwise guard their members. He shut off further talk by a motion to adjourn, insisting on an immediate vote, and as every one was tired, the motion prevailed.

Chadeayne and Webster Go Abroad.

W. C. Chadeayne, of the Auto-Bi Co., Buffalo, N. Y., and Dr. A. M. Webster, of Lorain, Ohio, sailed today for a three months' tour of the old world. They will visit England, Ireland, Scotland, France, Germany, Switzerland and Italy. They are going for a grand loaf and not on a mileage hunt or endurance contest, Chadeayne never having fully recovered from the effects of his crash into a Long Island milk wagon last summer on the occasion of the annual F. A. M. endurance contest. Chadeayne, of course, takes with him a Greyhound motorcycle, and Dr. Webster a 4 cylinder Pierce. Chadeayne also is accompanied by a cracked rib and a bump on his skull the size of a duck's egg, which he acquired three weeks ago while riding side-saddle fashion on the rear of Dr. Webster's machine. An automobile swept Chadeayne from his perch, the radiator denting his skull and breaking a rib, which kept him in the hospital several days.

Peterson Heads San Francisco Club.

The San Francisco (Cal.) Motorcycle Club has elected the following officers for the coming term. P. L. Peterson, president; A. W. Green, vice-president; P. Perry, recording secretary; J. E. Carey, financial secretary; George W. Payton, captain. Because of the confusion which in the past arising from the use by other organizations of initials similar to those of the club, the club has had its name and emblem copyrighted.

No F. A. M. Changes at Indianapolis.

Although it has been reported that some important changes in the F. A. M. form of government would be made at the Indianapolis meeting, nothing of the sort now is possible. The F. A. M. constitution and by-laws that all notices of proposed amendments shall be actually mailed 30 days in advance of the meeting, and that time limit expired on the 13th inst.

Denver Registers Motorcyclists.

Compulsory numbering of motorcycles has been put into effect in Denver, Col., by the fire and police board, which has control of the matter. The numbering system starts with a series A-1 to 99, followed by B-1 to 99, with other letters of the alphabet to follow as may be necessary.

SALT LAKE RIDERS GET A SHOCK

Fines and Suspensions Come Thick and Fast—Munroe Punished—Mistaken Enthusiasm Over Samuelson.

Salt Lake City, July 10.—Last night at the Salt Palace saucer properly might be called "penalty night" for never in the history of the local track was such a lot of fines and suspensions dished out to the riders. Benjamin Munroe, of Memphis, Tenn., was laid on the shelf for one month for making a miserable exhibition in the motor paced match against Hardy K. Downing, Paddy Hehir and Herbert Nesbitt, two Australian riders, were fined \$5 and \$10, respectively, for refusing to make pace, and two amateurs, Broadbeck and Griguhn, were suspended for one week for the same reason. Some of the suspensions met with the approval of the spectators, while Referee Conley was criticized for fining Hehir and Nesbitt. He was clearly within his rights, however, according to the National Cycling Association's rules.

The 4,000 people present were all worked up over the fact that W. E. Samuelson was supposed to have broken the world's unpaced record for three miles against time. The program stated: "World's record, 6:32 $\frac{4}{5}$; held by F. J. Titus; made July 2, 1898, Woodside Park." The details were correct except a discrepancy of one minute. Titus does hold the record, but it is 5:32 $\frac{4}{5}$, and not 6:32 $\frac{4}{5}$. Samuelson covered the distance in 6:18, and as the spectators thought he had cracked the world's record by some 14 seconds, he was made somewhat of a hero. It doubtless will be a shock to him to learn that he did not come anywhere near the record. Had he not covered the last three-quarters mile on a flat tire Samuelson might have gotten under the real record.

Munroe gave an excellent exhibition of just how easy it would be for riders to put the sport of bicycle racing in bad repute if there were no rules and referees with stiff enough backbones to enforce them. Referee Conley has the courage to inflict penalties, for which he is to be congratulated.

Manager Heagren put Hardy Downing and Munroe in a motor paced match in good faith. Downing carried out his portion of the agreement in a commendable manner. He passed Munroe so rapidly that the latter must have been frozen stiff at the very outset. Munroe evidently could not take defeat like a gamester so he decided to quit. The brilliant idea occurred to him to lose his pace. McCormack, who was riding the motor begged Munroe to catch on, but the Memphis rider refused and "quit cold." It was claimed that Munroe had stated to some of the riders that because he could not have Samuelson's motor to follow, he would "show Heagren

how rotten he could make things appear." Whether Munroe made this statement or not is unknown at this time and it did not come to the ears of the officials until after Referee Conley had suspended Munroe for one month. Representative Gardner will investigate and if it is proven that Munroe made any such statement he probably will be barred from racing for the remainder of the season as a lesson to those who favor using such methods.

In the three miles professional handicap Hehir and Nesbitt were fined respectively \$5 and \$10 for not taking their share of the pace in the early part of the race, although they helped pull the backmarkers up later. Lawson and Walker were on scratch and Bardgett, Pye, Hehir, Nesbitt and Samuelson were the low markers. Pye's tire blew up at the start and Bardgett, after Hehir and Nesbitt refused to set any pace went all in trying to close the gap. Lawson closed the gap finally. Williams won the race after going two laps in front with Senhouse second and Hehir third. Palmer got fourth money.

One of the surprises of the evening occurred in the first trial heat of the half mile scratch when Hehir and Bardgett shut Lawson out. In the final heat Bardgett carried Walker all the way and he defeated Pye, Palmer and Downing in the order named.

Another sensation of the evening came in the five miles for amateurs. At 50 feet to go Wright apparently had the race won and he finished sitting up. Not so with "Burglar" McCormack, however. The latter thought there might be a chance of nipping Wright and so he rode like a fiend in the last stretch. The judges gave it to him, the margin of victory being about 1-1000 of an inch. In this race Thomas came near stealing a lap on the bunch. For several miles he held a lead of from one-half to three-quarters of a mile, but was finally overhauled. Referee Conley repeatedly warned the riders to take pace, but as Broadbeck and Griguhn refused, he decided that a week's vacation might teach them to have some respect for official commands.

The summaries:

Three miles unpaced against time, professional—By W. E. Samuelson, Salt Lake City. Time, 6:18.

One-half mile scratch, professional—Won by J. Gordon Walker, Australia; second, Ernest A. Pye, Australia; third, W. Palmer, Australia; fourth, Hardy K. Downing, San Jose, Cal. Time, 0:59 $\frac{1}{2}$.

Five miles scratch, amateur—Won by Hal McCormack; second, Phil Wright; third, J. McNeill; fourth, J. B. Hume. Time, 10:35.

Three miles handicap, professional—Won by Saxon Williams, Buffalo (80); second, Steve Senhouse, Australia (90); third, Paddy Hehir, Australia (40); fourth, W. Palmer, Australia (70). Time, 5:45 $\frac{1}{2}$.

Five miles motor paced, professional—Won by Hardy K. Downing, San Jose. Time, 7:11 $\frac{3}{5}$. B. Munroe quit.

FIVE FAST EVENTS THRILL CROWD

Lawson Nips the Handicap at Salt Palace—Walker Wins Five Miles—Wright and McCormack Lead Amateurs.

Salt Lake City, July 6.—Last night's races at the Salt Palace track were charged with ginger from the start to finish, and one of the largest crowds of the season showed that they appreciate exciting sport by the unstinted applause that greeted each close finish.

The one mile professional handicap was one of the most exciting races witnessed in some time. Lawson was the only scratch man to qualify in his heat, as Walker did not set his share of pace in the trial heat, for which he was taxed \$5, while Samuelson, evidently inspired by the fact that it was Independence Day, did a little celebrating by "flagging." His fun cost \$5. In the final heat, "Whiskers" Devonovitch played the wind-shield for Brownie Carslake with such good effect that Lawson had to make Downing and Nesbitt go all the way to get him up to the leaders. The "Flying Swede" managed to put his nose in front just after the bell for the last lap and he kept it there until the finish gun. The race was remarkably fast, the mile being covered in 1:51.

Lawson remained too long in his room and the five miles open was started without him. Well was charged with electricity and gathered in \$6 lap money before Saxon Williams took a notion to break records. Saxon burned up the track for a few laps and almost lapped the field. The bunch wanted to stall but Williams finally tired and Walker won easily. Samuelson romped across the line for second money, Palmer was third, Downing fourth and Pye fifth. Hehir punctured.

In the half mile scratch for amateurs, McCormack defeated Wright, but the latter gave a good account of himself in the handicap, winning from scratch in the fast time of 3:55.

The ten miles motorcycle race between Samuelson, Whittler and Turville gave the crowd something to enthuse about. Whittler nosed out a lead from the start and was going like the wind when Samuelson's tire rolled off. The latter managed to slow up without getting hurt. Whittler continued a scorching pace and finished the ten miles in 13:03½, which is fast going for an eight lap track. Turville was three laps behind at the finish.

The summaries:

One-half mile scratch, amateur—Won by Hal McCormack; second, Phil Wright; third, J. B. Hume; fourth, A. Brodbeck. Time, 0:59½.

One mile handicap, professional—Won by Iver Lawson, Salt Lake City (scratch); second, Brownie Carslake, Australia (100); third, Herbert Nesbitt, Australia (25);

fourth, S. H. Wilcox, Salt Lake City (30). Time, 1:51.

Two miles handicap, amateur—Won by Phil Wright (scratch); second, Fred McCarthy (85); third, J. B. Hume (25); fourth, Hal McCormack (55). Time, 3:55.

Five miles scratch, professional—Won by J. Gordon Walker, Australia; second, W. E. Samuelson, Salt Lake City; third, W. Palmer, Australia; fourth, Hardy K. Downing, San Jose; fifth, Ernest A. Pye, Australia.

Ten miles motorcycle, professional—Won by Fred H. Whittler; second, Clem Turville. Time, 13:03½.

Fiesta Meet Proves a Fiasco.

In a vain effort to draw a crowd to the Fiesta Stadium, Los Angeles, Cal., on the 4th inst., the cycle and motorcycle race program was garnished with a lacrosse contest, but even this addition failed to bring the hoped-for results. If the attendance was disappointing to the management, the racing was equally disappointing to the spectators, as a number of the events were called off because the riders did not show up. In the motorcycle events, Raymond Seymour gave the thriller of the day, a two miles exhibition in 1:56½. Duer won both heats of his motor paced race with Agraz, and William Furman captured the half mile "pro" event in a spurt from Agraz, going the distance in 1:10. Berryessa was the star of the amateurs, winning both the pursuit race and the one mile handicap.

Motorcycles at an Oakland Meet.

At the mixed automobile and motorcycle meet held by the Reliance Athletic Club at the Emeryville track, Oakland, Cal., on the 5th inst., W. G. Collins, of San Francisco, on an Indian, won two of the three events and made the fastest time of the day. Collins opened the campaign by taking the five miles for singles in 7:49; T. Campe, Indian, was second. The five miles for twins went to Carl Doudiet, Indian, in 6:24½, with Collins as the runner-up. In the five miles free-for-all Collins bettered the best automobile time of the day for the distance by over a minute, making the journey in 5:35, with Doudiet second. The track was soft and the dust so thick that at times the riders were completely obscured from the view of the ten thousand spectators.

Krushell the Best of the Iroquois.

Under a blistering sun and with but a slim attendance, the Iroquois Athletic Club last Saturday afternoon, 10th inst., held its athletic and bicycle meet at the Lafayette field, Buffalo, N. Y. Little Albert Krushell, of the Alma Club, proved the shining light in both events, defeating A. N. Hare and Joe Tanner in the mile scratch in 3:23½. In the three miles handicap Krushell had an allowance of 100 yards, and he rode a heady race, defeating in the order named, C. Schmidt and C. Bowe, both on 335 yards. Time, 10:00½.

FIFTEEN DROP BY THE WAYSIDE

California's Two Days Endurance Motorcycle Run Has Seven Finishers—Five Have Perfect Scores.

Of twenty-two riders who started in the San Francisco Motorcycle Club's two days endurance run from San Francisco (Cal.) to San Luis Obispo and return, but seven completed the test, of whom five had perfect scores. The contest, which was held on July 4th and 5th, was the largest two days affair of the sort ever held. The course was nominally 500 miles long, or 498, to give the exact advance estimate of the distance, but when the survivors consulted their cyclometers after all was over they came to a fair agreement on a total of 528 miles. This was only one of the surprises furnished the members of the club, however. What caused greater astonishment, was the ratio of perfect scores to survivors, for it had been supposed beforehand that the second day would witness the practical elimination of all but a fortunate one or two, while in some quarters it was even held that perfect scores would be minus quantity.

One unfortunate and fatal incident only served to mar the occasion. On the return from San Luis Obispo, an unattached rider named Olsen, from San Rafael, was struck by a train as he was crossing the railroad tracks at Soledad, and died within a few minutes. Geo. A. Faulkner, of Oakland was the first contestant to reach the victim and his delay by the side of the dying man, added to a previous penalty, made up the 20 points which cost him a perfect score.

Those who finished with perfect scores were: E. E. Stone, A. Schleuter, Jr., W. H. Sieman, A. Chelini and F. Karslake. Of the two others to finish the contest, one was Faulkner, and the other was E. Emery, who escaped with 22 points penalty. Those who finished with clean cards were awarded 14 karat gold medals, while the second and third best scores drew silver and bronze medals for their bearers.

The riders were despatched from the club house in groups of four, at 15 minute intervals, the first quartet being sent off at 4 o'clock Sunday morning. Each rider was given a card bearing his checking times at each station, as well as the rules of the contest, printed in large, black type. The early stages passed off with remarkable smoothness, 21 of the original number arriving at the first check without penalty of any sort. Thereafter, they began to fall by the wayside and continued to do so until the end.

Beyond Gilroy the bad roads and heavy grades began to tell. Two twisted mountain grades had to be climbed, over the San Juan and San Luis Obispo summits. In places the road surface was so poor that it was impossible to get a start for the long ascents. In others, the riders dropped down

treacherous declines into little fords where the water rose almost to the hubs as the machines crossed the sandy bottoms. The toll of Sunday's ride was a heavy one. Faulkner lost 15 points for tardiness, and Emery his 22. A number failed to survive at all, and one, E. E. Leach, arrived in season but was taken sick and had to withdraw.

Stone, who rode a 3 horsepower Thor, was one who had a narrow escape on the first day. He was delayed by weak batteries and checked in on the last minute of his time. Next morning he made replacement at considerable sacrifice of time, but by hard riding and good judgment succeeded in making it all up and arrived at Oakland first of the perfect score riders. A. Schleuter, Jr., who rode a 3 horsepower Excelsior, and who is a mere youth, furnished one of the genuine surprises of the contest; because neither in physique nor experience did he seem qualified to make anything like the good showing which landed him in the class of perfects. Chelini was another surprise. While he has made his mark as a racer, in all other contests in which he has entered, tire troubles have proven his undoing. But he managed to escape his former fate on this occasion and came through without penalty. His old Nemesis was in wait for most of the others. The final score follows:

Rider.	H.P.	Machine.	Points.
E. E. Stone.....	3	Thor.....	1000
A. Schleuter, Jr....	3	Excelsior....	1000
W. H. Sieman.....	6	Thor.....	1000
A. Chelini.....	6	Thor.....	1000
F. Karlake.....	6	Curtiss.....	1000
Geo. A. Faulkner...6		Curtiss.....	980
E. Emery.....	3	Excelsior....	978

Springfield Stadium's Opening Card.

With the completion this week of the new Springfield (Mass.) stadium, on which the inaugural meet will be held Saturday afternoon, 24th inst., there appears good reason to believe that the record table will undergo a sweeping transformation, when the wood bowl goes into commission. In a trial workout, before the pole line was painted, Jacob Derosier, on a 7 horsepower Indian, melted off miles in 47 seconds, while local amateurs on smaller machines were clocked under 54, which demonstrates its speed possibilities.

The Springfield Stadium, as it will be styled, is three laps to the mile, and in addition to being a true circle, is the largest track in the world; and that the innovation introduced by the construction of a circular track, instead of the accepted oval form, marks a big step forward in board track development, seems clear from the results of the practice trials.

The card for the opening meet consists of six races, three for amateurs and three for professionals.

Wilkes-Barre Riders Form a Club.

The Wilkes-Barre (Pa.) Motorcycle Club was organized on the 9th inst. with the following officers: R. I. Lamoreaux, president; D. T. Miller, secretary, and B. F. Conner, treasurer.

COLLINS THE STAR AT CLIFTON

Gives Big Handicap to Rivals in Motor Paced Race, but Wins Easily—Amateurs Spring Surprises.

To state a plain unvarnished truth, Elmer L. Collins, of Lynn, Mass., is just about the fastest pace follower in America at the present moment. He is the fastest in the East, at any rate, and on Sunday afternoon last, 11th inst., at the Clifton (N. J.) Stadium he gave evidence of this speed by defeating Fred Hill, of Boston, J. Frank Galvin, of New Milford, Conn., and Worthington Longfellow Mitten, of Davenport, Iowa, in a 25 miles race after conceding handicaps as great as one mile. The meet was one of the best that has been held at the six laps Clifton Stadium and a large crowd witnessed the racing.

The paced race naturally was the feature and Collins paced by Turville, allowed Galvin two laps and Mitten six laps, or one mile. Their respective pacemakers were Ruden, Schultz and Hunter. For the first few laps the men rode pretty well bunched, but after that Collins lapped his field at will. When the Lynn man had finished his 25 miles, Hill had covered 23 miles 2 laps, Mitten, 21 miles 4¾ laps, and Galvin, 20 miles 4½ laps.

The mile open for "Cliftonized amateurs"—this distinction is highly necessary these days—was contested in five preliminary heats, two qualifying in each for the two semi-finals. The first semi-final went to Adam Beyerman, who defeated Ernest Jokus and John Bogle in the order named. Jerome Steinert won the second semi-final with Clarence Carmen second and Michael Jounay third. The final resulted in a surprise, as Jokus beat out Carmen, who easily ruled the favorite, Beyerman getting third and Steinert fourth.

In the unlimited pursuit, in which the riders were selected by six trial heats, another surprise resulted. Carmen, Jounay, Hawkins, Mesigal, Steinert and Beyerman qualified and they were placed at equal distances around the saucer. To the surprise of the spectators, Carmen was the first rider to be eliminated, while Beyerman was tagged soon after. Then followed Jounay and Mesigal, leaving Hawkins and Steinert upon the track. A long chase between these two riders ensued, Hawkins finally passing Steinert at 3 miles 2 laps.

The motorcycle race between Ruden, Schultz and Hunter resulted in the order named, Ruden's time for the three miles being 3 minutes 17⅔ seconds. The summaries:

One mile scratch, amateur—Won by Ernest Jokus, National T. V. W.; second, Clarence Carmen, National A. C.; third, Adam Beyerman, Mohawk A. C.; fourth, Jerome Steinert, Roy W. Time, 2:25.

Unlimited pursuit, amateur—Won by J.

B. Hawkins, C. R. C. A.; second, Jerome Steinert, Roy W.; third, Joe Mesigal, Chicago; fourth, Michael Jounay, Nutley; fifth, Adam Beyerman, Mohawk A. C. Distance, 3 miles 2 laps. Time, 8:32⅓.

Twenty-five miles motor paced, professional—Won by Elmer L. Collins, Lynn (scratch); second, Fred Hill, Boston (½ mile); third, W. L. Mitten, Davenport (1 mile); fourth, J. Frank Galvin, Roy W. (½ mile). Time, 38:09⅓.

Three miles motorcycle, professional—Won by Carl Ruden; second, Rob Schultz; third, James Hunter. Time, 3:17⅓.

Crowd Spoils Alameda Meet.

Altogether too successful in drawing a crowd to see the cycle races which they had announced for Monday, 5th inst., the Alameda Wheelmen could not control the people at the finish line, with the result that the spectators crowded in so that the finish of several of the events was spoiled and part of the program had to be postponed. The races were run on Central avenue, Alameda, Cal. Five heats of the one mile amateur state championship were decided, but the final will take place at a later date. A mile race on "ordinary" high wheel machines was a feature event. The summaries:

Trial heats of the one mile state championship—Winners of the five heats, respectively: Williamson, Oakland Wheelmen; Waterbury, Bay City Wheelmen; Black, Oakland Wheelmen; E. Carroll, Oakland Wheelmen; McLaughlin, Bay City Wheelmen.

One mile novice—Won by Buckley; second, Howard; third, L. Tennant, all of the New Century Wheelmen.

One mile "ordinary" bicycle—Won by M. Bruzzzone, Oakland Wheelmen; second, L. Brown.

One mile tandem—Won by Schou and Coughlin, Golden City Club; second, Hartwell and Hendrickson, Berkeley Club.

One mile handicap—Won by John Coughlin, Golden City Club; second, Jerry Coughlin, Golden City Club; third, Steinman.

Cripple Creek Holds a Contest.

Two motorcycle races were held in Cripple Creek, Colo., on the 4th inst., on a five-eighths mile stretch on Bennett avenue. Sam Beeman was first in the ten miles for stock machines, with "Dutch" Hiatt second, both riding 5 horsepower Indians. Tom Baux (6 R-S), was third. The winner's time was 18:35⅓. The three miles handicap went to Hiatt, 3½ Indian (scratch), with Beeman, 3½ Indian (scratch, in second place, and Lon Claffin, 3 R-S (25 seconds), third. The time was 10:01⅓.

Los Angeles Club Elects Officers.

At a meeting of the Los Angeles (Cal.) Motorcycle Club, on the 6th inst., the following officers were elected for the coming six months: E. C. Kehl, president; Clyde L. Hafer, vice-president; H. White, secretary, and J. A. Scott, treasurer.

LAND IN A HEAP WHEN LIGHTS FAIL

Newark Night Riders Take a Tumble—Moran's Easy Victory—Lawrence a Two Times Amateur Winner.

When the lighting system at the Newark (N. J.) Velodrome blinked wearily two or three times and then sputtered and died on Wednesday night last, 14th inst., while one of the amateur races was in progress the scene that followed was one grand jumble of twisted bicycle wheels, squirming legs and flopping arms.

The lights did not want to work as all well regulated lights are supposed to burn and this fact was apparent from the start. Several times they flickered and threatened to leave the track and arena in pitch darkness, but after careful nursing by the electrician managed to retain their hold on life for a while. The battle proved too much for several of the lights and while the mile amateur race was in progress they went out absolutely. With the turn in complete darkness the riders simply ran into each other until practically all of them were in a heap at the bottom of the bank. Fortunately no bones were broken.

Another peculiar accident occurred in the repechage heat of the three miles professional handicap. Because of the darkness at the turn leading into the home-stretch Fred Hill and John Bedell collided. Hill went head on into Ollie Bedell, a brother of the riders, who was standing at the side of the track. Ollie was thrown against a fence post with such violence that he had a bone in his arm broken. John Bedell and Hill were well shaken.

This event was robbed of some interest by the refusal of Kramer to set his share of the pacing. There were some fast men on the long marks, but Clarke with some help from Fenn and Fogler managed to get within striking distance. Kramer quit at two miles and Clarke went on alone, overhauling Menus Bedell. Anderson, Halstead and Fred West in the meantime were plugging away in front and Clarke had his work cut out for him. At two laps from the finish they were about a half lap in front of the Australian and the distance proved too great. Clarke made a wonderful ride, but the best he could get was fourth. Anderson won from Rupprecht, with Halstead third.

James F. Moran easily was the cream of the motor paced race, run in five miles heats, with a ten miles final. He won his heat without half trying and finished a half lap in front of Drobach in the final. The fourth lap of the first mile was when Moran got his advantage. He was trailing Drobach at the time and attempted to go around. A fine sprint resulted in which both riders lost their pace, but Moran was the first to pick up. Drobach gave Moran cause for alarm several times, but did not

seem to possess the strength to pass. Drobach rode excellently and one of his achievements was to kill off Root in the trial heat. Halstead, as second man in the fastest heat, was entitled to ride in the final, but had no pacing machine.

Lawrence used his head as well as his legs in both the amateur races and the result was apparent. In the quarter mile scratch he defeated his clubmate, Jerome Steinert, and upon the restart of the mile scratch after the fall, Lawrence spread-eagled the field a half lap from home and won with plenty to spare. Magin had an off night and could not go around Mesigal in this race, while he was shut out in his heat of the quarter. The summaries:

One-quarter mile scratch, amateur—Won by Percy Lawrence, Roy Wheelmen; second, Jerome Steinert, Roy Wheelmen; third, Michael Ferrari, Bay View Wheelmen. Time, 0:29½.

Three miles handicap, professional—Won by Norman M. Anderson, Denmark (190); second, Edward Rupprecht, Newark (120); third, Alfred Halstead, Sacramento (190); fourth, A. J. Clarke, Australia (25); fifth, Floyd Krebs, Newark (80). Time, 5:56½.

Ten miles, motor paced, professional—First heat (5 miles) won by James F. Moran, Chelsea. Time, 7:35. Second heat (5 miles) won by Peter Drobach, Boston. Time, 7:40½. Third heat (5 miles) won by W. L. Mitten, Davenport. Time, 7:52. Final heat won by Moran; second, Drobach; third, Mitten. Time, 14:49½.

One mile scratch, amateur—Won by Percy O. Lawrence, Roy Wheelmen; second, Joseph Mesigal, Chicago; third, Jacob Magin, N. T. V. W.; fourth, Ernest Jokus, N. T. V. W. Time, 2:24.

Buchanan Makes a Kansas Clean up.

At the motorcycle races held at Anthony, Kan., on the 5th inst., Edward Buchanan, of Wichita, on a Thor, won three of the four events. He began his clean up by winning the two miles handicap in 2:42½, and followed up this triumph by gathering in the three miles event in 4:20. In the mile record trials, Buchanan on a Thor twin scored the fastest time, 1:21½. In the windup, a one mile match, between Buchanan on a Thor single, and Peter Castholm, handling an Indian twin, the latter won in 1:25. Twenty-five hundred people went through the gate.

Oviatt the Best at Bay City.

Being of an athletic family and having a brother who is a locally renowned field day winner, M. H. Oviatt, of Bay City, Mich., undertook to show the town on the 8th inst. what an Oviatt could do on a bicycle, and in an eight miles handicap event he not only finished first, but made the fastest time. Oviatt went the distance in 23:33, having 45 seconds handicap, while McGlone, a long marker, got second, and Heath (30 seconds) beat Hicks, the scratch man, for fourth place. Two other riders finished.

MORAN IS BEATEN BEHIND A MOTOR

Too Generous in Giving Root Two Laps Handicap at Revere Beach—Connolly Captures the Amateur Events.

James F. Moran learned on Saturday night last, 10th inst., that he cannot give Edward F. Root two laps in 25 miles and win. The lesson was given at the Revere Beach (Mass.) saucer. Moran allowed Root a handicap of two laps and Dennis Connolly, who substituted for Fred Hill, four laps in the quarter century, but Moran missed his guess by a few yards.

Moran started after Root at the gun, but to his great surprise he could not pass the Melrose rider and the first mile ended with Root in the lead, Connolly having in the meantime lost a lap. The fifth mile was one of the most exciting ever witnessed on the Revere Beach saucer. Moran came alongside Root and with his usual bulldog manner refused to be shaken off. Lap after lap they whirled around the eight laps saucer with the crowd upon its feet. Several times Root appeared to falter, but recovered. Finally after what seemed an interminably long time Moran forged ahead. Instead of resting he never let up on Root and after riding for three miles he gained a lap.

After the 10th mile Root began to show more speed and Moran dropped back a quarter of a lap. He remained there until the 22nd mile when Root lost his pace for an instant. He picked up the roller almost instantly, however, and Moran then began his long sprint. At the gun for the last mile Moran lacked one-third of a lap of the two laps he had conceded Root and he rode like one possessed to gain it. Root was a gamester, however, and when Moran got within a length of his opponent the Melrose man gave him such a dizzy fight Moran succumbed and Root rode into a splendid victory. Connolly was lost in the shuffle.

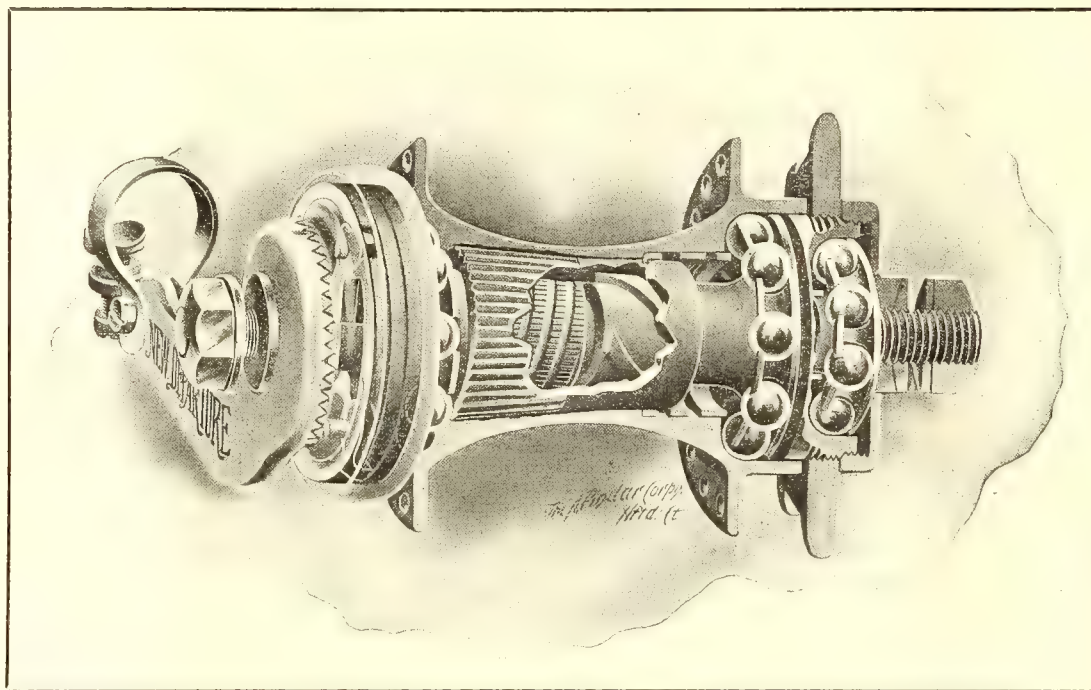
There were two amateur events on the program and they were interesting, although Tom Connolly as usual took both prizes. The summaries:

One-half mile handicap, amateur—First heat won by L. Lamontague (15); second, Tom Connolly (scratch); third, J. Murphy (40). Time, 1:01½. Second heat won by J. Farren (45); second, E. Gould (60); third, J. Baretto (65). Time, 1:02¾. Final heat won by Connolly; second, Farren; third, Lamontague; fourth, Murphy. Time, 1:00¼.

Five miles lap, amateur—Won by Tom Connolly, 159 points; second, C. Connolly, 125 points; third, Tom Panacy, 67 points. Time, 11:42½.

Twenty-five miles motor paced handicap, professional—Won by E. F. Root, Melrose (¼ mile); second, James F. Moran, Chelsea (scratch); third, Dennis Connolly, Everett (½ mile). Time, 37:29¾.

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OGDEN OPENS WITH A BIG CROWD

**Walker and Wilcox Divide "Pro" Honors—
Wright Wins the Two Miles Amateur,
but is Tagged in Pursuit.**

Ogden, Utah, July 12.—With favorable weather prevailing after one postponement, the initial meet at the Glenwood saucer track in this city, under the management of Harry Heagren, was held before a large an enthusiastic crowd last night. A two miles handicap, won by Wilcox, and a five miles motorcycle race proved to be the real thrillers, particularly the latter, which had the crowd upon its feet from start to finish.

Practically all the fast riders that are competing at the Salt Lake City saucer started in the two miles lap handicap and Dave Mackay, of Newark, from the limit of 140 yards, managed to win \$5 in lap money before he tired. Brownie Carslake, of Australia, and Devonovitch, the bearded Russian, also figured in the small change. Due to the grinding pace set the men on the middle marks Walker and Samuelson from scratch had all they wanted to get up. In the last 50 yards Paddy Hehir came through on the inside and was barely beaten by Wilcox, Senhouse finishing third and Walker fourth.

Williams, Crebs, Downing, Samuelson, Wilcox, Nesbitt, Hehir and Walker qualified for the final heat of the half mile scratch. Walker had no difficulty in defeating Hehir, with Williams third and Samuelson fourth.

Phil Wright scored in the two miles scratch for amateurs with lap prizes. McCormack was second, Meyer third and McCarthy fourth. Thomas created a surprise by defeating Wright in the unlimited open pursuit. H. Mayer outlasted Fred R. McCarthy, the Canadian crack, and thereby got third prize. The race lasted for 1 mile 6 laps 40 yards, and the time was 3:41. The two miles was covered in 4:02, fast going for the Glenwood saucer.

For genuine excitement the five miles motorcycle match between Samuelson and Whittler was entitled to consideration. Samuelson got the better start but Whittler fought all the way. The summaries:

One half mile scratch, professional—Won by J. Gordon Walker, Australia; second, Paddy Hehir, Australia; third, Saxon Williams, Buffalo; fourth, W. E. Samuelson, Salt Lake City. Time, 0:56.

Two miles scratch, amateur—Won by Phil Wright; second, Hal McCormack; third, H. Mayer; fourth, Fred McCarthy. Time, 4:02.

Unlimited pursuit, amateur—Won by L. Thomas; second, Phil Wright; third, John Green; fourth, John Oberg. Distance, 1 mile 6 laps 110 yards. Time, 3:41.

Two miles handicap, professional—Won by S. H. Wilcox, Salt Lake City (75); sec-

ond, Paddy Hehir, Australia (30); third, Steve Senhouse, Australia (70); fourth, J. Gordon Walker, Australia (scratch). Time, 3:50.

Five miles motorcycle match, professional—Won by T. M. Samuelson; second, Fred E. Whittler. Time, 6:15.

Illinois Motorcyclists Flirt with Law.

Despite the fact that the Illinois law provides stiff penalties for racing on the public highways, motorcycle enthusiasts of Waukegan "took a chance" on the 7th inst., and held a motorcycle race, the first that the city ever had seen. The course was on Grand avenue and the golf road, flagmen having been provided to warn both the riders and the other traffic of the road of mutual approach and to keep spectators in their proper place. Everett Wilbur was declared the winner after the net times had been figured, the riders having been started one minute apart. William Hornlein, the first man to start, was also the first to finish, but Wilbur had gained slightly on him in the running. There were numerous minor accidents, which caused Gordon, Ferguson, Curry and Benson either to drop out or be seriously delayed, while Bax was thrown off his machine as the result of being driven into the ditch by the driver of a horse drawn vehicle. He suffered a bad bruise on the thigh.

Holiday Week Fatalities.

Late reports from California bring the total of deaths due to motorcycle accidents during the holiday week to five. In addition to the three fatalities recorded last week, on the 4th Paul C. Hatfield, of Los Angeles, while traveling at high speed crashed into a street car in the heart of the city and broke his neck and fractured his skull. The other calamity occurred during the progress of the San Francisco Motorcycle Club's endurance contest. One Oleson, a contestant, was run down and instantly killed at a railway crossing. On the 4th, another fatal accident at a crossing brought fractures of an arm and a leg and other serious injuries to Anthony Lewis, of San Jose. In company with an open-muffler party he was "hitting it up" and failed to hear the approach of the train. He charged full tilt into the side of it.

Peake and Glaskin Win in Colorado.

H. F. Peake, riding an Excelsior, won the 15 miles scratch race which constituted the feature of the meet promoted by the Colorado Springs (Colo.) Motorcycle Club in that city on July 5th. Alvah Stratton, also on an Excelsior, finished second, and Birch Glaskin, Indian, was third. Time, 19:21. Glaskin won the ten miles handicap with his allowance of 2 minutes, while Peake, who started from scratch, finished third. Stratton captured the ½ mile slow race, with A. Bobbins, Excelsior, a close second. In the race for 2½ horsepower machines Glaskin pulled down another first. Tegar, Thor, was second and Helber third.

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TOUGH RIDING IN THE SOUTHWEST

**Motorcyclist Braves the Rigors of a Trip
from New Mexico to Oklahoma—His
Remarkable Experiences.**

Finding fault with the roads is a favorite pastime with cyclists and motorcyclists the world over. But if any rider wants real cause for complaint let him start in the hill country of northwestern New Mexico, cut across the plains of northern Texas and then find his way into the very heart of Oklahoma. Few motorcyclists have any idea of what the roads are like in those parts, and those who do not care to investigate for themselves, may take the word of O. M. Brewster for it. Brewster knows, because he lives in Oklahoma—"O. K. City," as it is known to the railroad men—and recently he went over that part of the country on his Harley-Davidson motor bicycle, and learned some things about roads that not even he had known before. But of all the unexpected proclivities which the machine developed, none proved more surprising than its ability to dive through fords which were almost too deep for the wheels to hold their footing.

It was on the trip in question that Brewster began to count the number of times he had to ford Beaver Creek. Beaver Creek it should be understood, is a peculiarly Oklahoma institution, which after many miles of shallow wanderings finally meanders into the north fork of the Canadian River, on its way to the Missouri. Sometimes it assumes the outward aspect of a real river and ripples along over a bed which is hardly enough below the surface to be cooler than the upper soil. But there are places where it has hollowed out little pools which trap the unwary into moist distress. One of these pools was reserved for the express purpose of testing the aquatic endurance of Brewster's mount. As he, himself, describes it:

"I had had to cross the Beaver about fourteen times in 20 miles, and each one of the fourteen experiences showed the water to be from two to six inches deep. So I thought I was getting along first rate, until I dropped down a little hill at about 20 miles an hour to the fifteenth ford. I had no time to speculate as to how much water there was right there until after it was all over. Then I marveled to find myself on the other side. Shooting the chutes is tame play alongside of this, but generally it is dryer. I could not have got any wetter had I fallen off the machine, so once I had landed, I determined to wade back and see just how much water I really had come through. It proved to be just three inches over my knees.

"That experience cured me of any fear of bottomless fords and thereafter I never paused to study the map when I came to a wet spot. But the incident spoiled a good

round of pictures I had already taken, and incidentally did away with the choicest collection of exhibits relating to what we call 'good roads' that ever was snapped onto a film. This was one of the many incidents along the trip. But in all the 615 miles I traveled alone I had but one accident.

"That was when I knocked off the muffler coming down the mountainside about sixty miles from Raton, New Mexico, over one of the worst roads I ever succeeded in riding—and I have ridden over some roads at that. Down that way they call them the Mallipi Rocks—not mountains—but that isn't a circumstance to what I called them. However, the local name is sufficient by way of designation here.



"Except for that, I did not have to touch my machine at all. And it must be understood that apart from the well-established thoroughfares, like that over the Mallipi Rocks, above mentioned, there were many miles of new laid road to be covered that were near to costing me my life, let alone the muffler again, had I not had more than average luck. They are taking up and fencing a big area of territory there in the Lone Star State, and where they hope to have roads some day, now are pioneer attempts after the manner of what might best be classed as corduroy, I suppose. Certainly they would be called that in the East. Only these were man's size corduroy, with bumps from two to four inches high and spaced uniformly about a foot apart. After doing about forty miles of that sort of skip-hop-and-jump, I felt like a milk shake with a little lemon stirred in—literally curdled.

"For about 150 miles after that, I had what ought to be called fair roads, all things considered. They were rutted, though; slightly rutted. The wrinkles were about ten inches deep on the average and it was a case of ride over everything in

them or go down. And mark this well, I only went down twice, and that was when the wind blew me over against the side of the ruts. I had a good side swipe of wind all one day, and it was such a breeze that I only covered forty miles. When the wind died out, I ran into a fierce storm and with it some more wind. It was fairly impossible to ride against it. I tried for seven miles and that was enough. So I turned back to a farm house and sought shelter for the night.

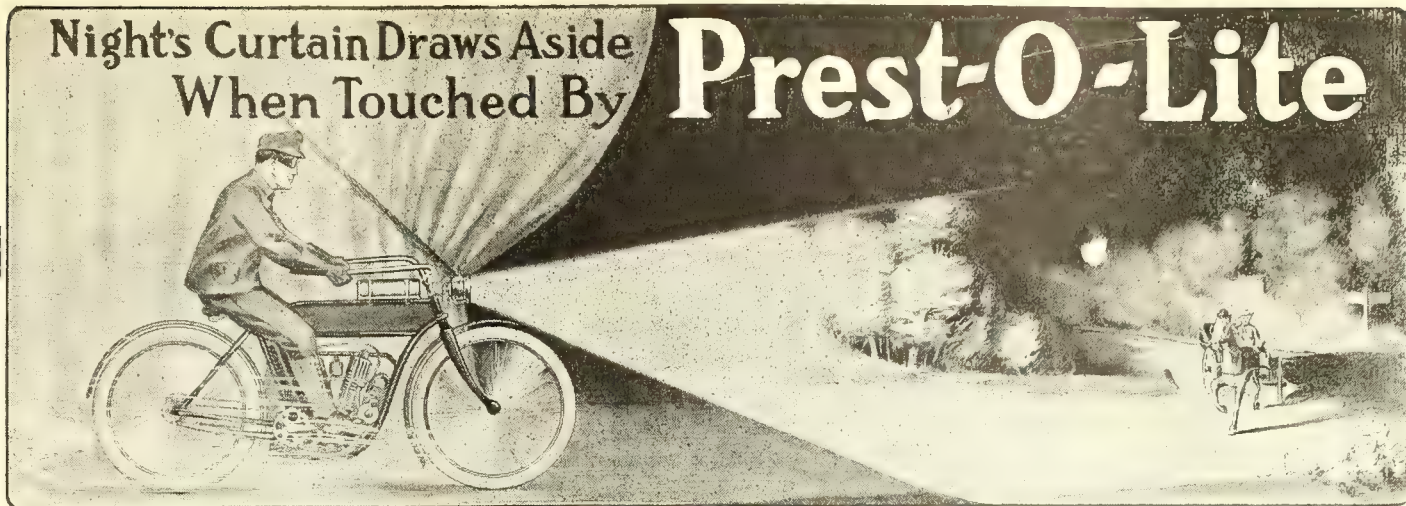
"It was just as well I gave it up just when I did. In the first place, I was stalled there for a day and a half, with the bad weather, and when I got on the road again I passed two farms, at widely separated intervals, and then for about 50 miles I saw neither house, barn, man nor beast. Right out across the prairie I went, with neither a coyote nor a tree to cheer my sight until I got to Stratford, hung high in the air.

"Those mirages are most wonderful illusions; the weirdest magic the desert can produce. Looking off in every direction you find yourself surrounded by lakes and rivers of limitless extent. But as you approach the banks of these mystic waters, they retreat as rapidly as you advance, or simply dry up and disappear.

"When first I sighted Stratford, it was floating on a crystal sea. A little nearer, and I made out all the houses to be skyscrapers, and began to picture to myself the multitudinous activities of a big town. But when I reached the city limits, Lo! just a prairie village built around a water tank, and that was a veritable Eiffel Tower, 100 feet away from the sand. But they say the mirages are not so bad as they used to be, and there is no questioning that the roads thereabouts might be much worse than they now are, and probably were, not so many years ago. The surface is of clay, but the ruts are deep enough to make the motorcyclist keep his eyes wide open.

"Somehow, I got too far South after that, and found the place where all the sand in the world originally came from. This I know to be a fact. From Stratford, I made Hansford; then Ochiltree and Lipscomb, and then bore away South to Higgins, Texline, and across to Arnett, in Oklahoma. Then I struggled northward again as far as Gage. But they told me all along the line, that the sand was so deep I could ride no further, and at last I came to believe them.

"So I pocketed my pride and ingloriously shipped the machine as far as Avard, some 65 miles. From Avard to Alva the roads were fine, and from Alva to 'O. K. City' as good as anyone could wish for—that is, all but three or four miles of sand in spots. But after all, the sand only forced me to walk about two miles altogether, during the entire trip, and most of that was brought about in consequence of meeting teams of unruly horses. And mind you this: Barring the muffler incident, not once did I have to put wrench or screwdriver to the machine during the whole trip."



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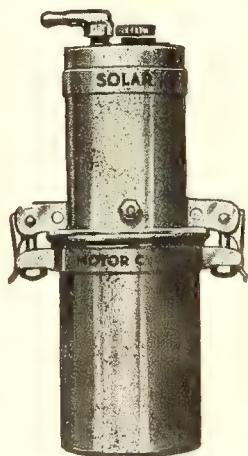
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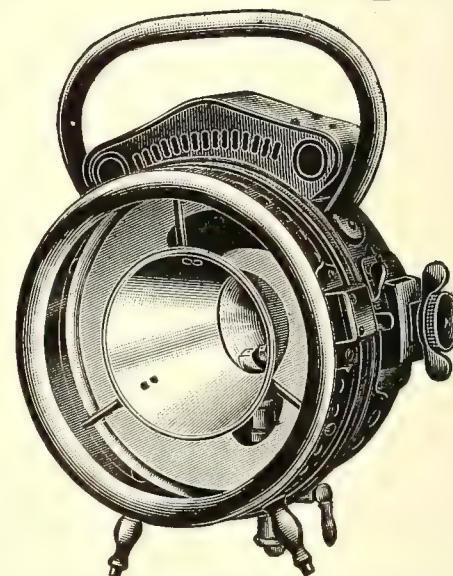
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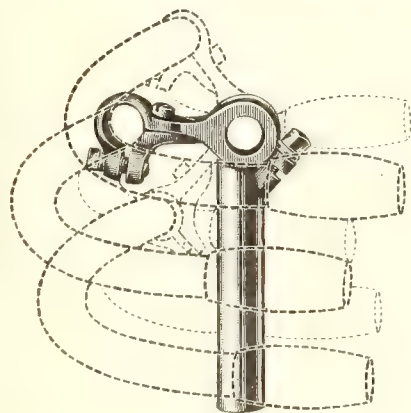
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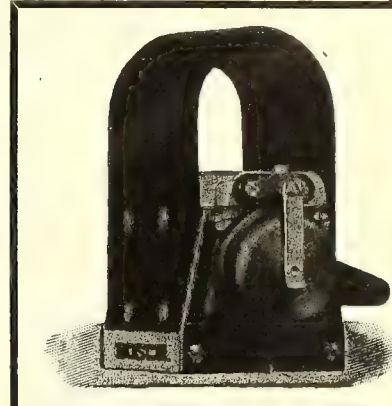
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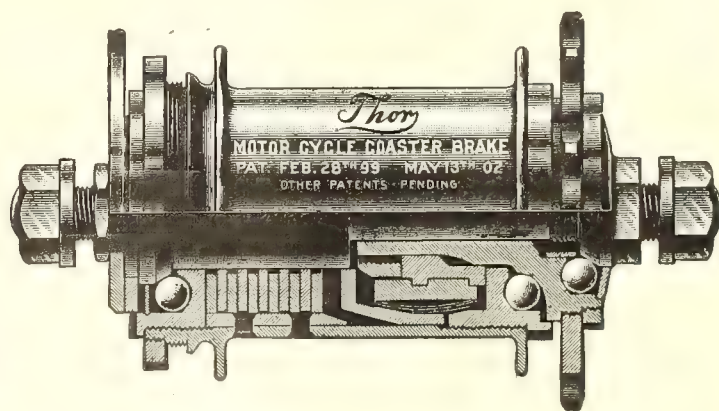
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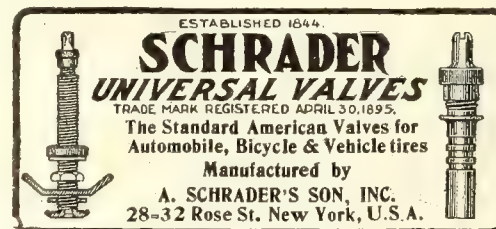
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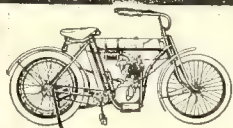
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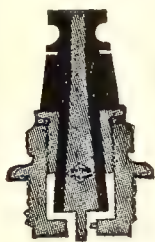
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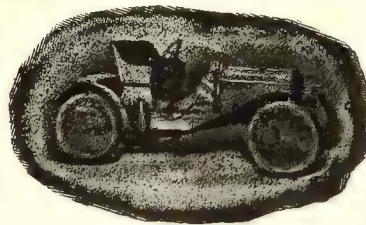
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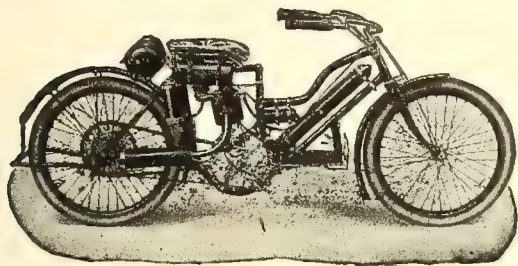
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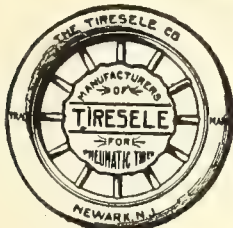
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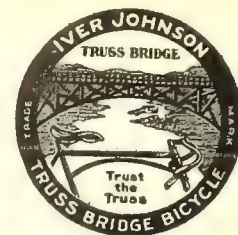
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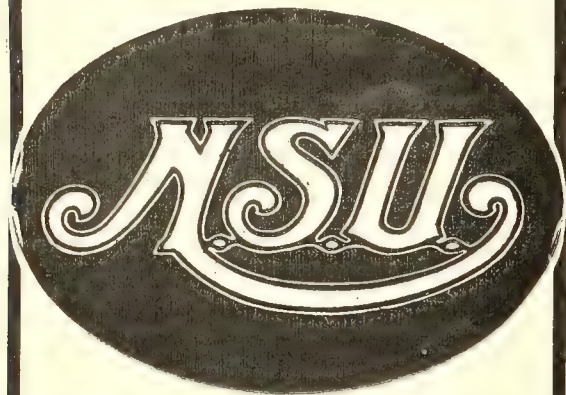
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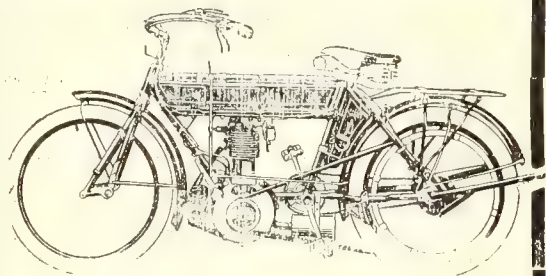
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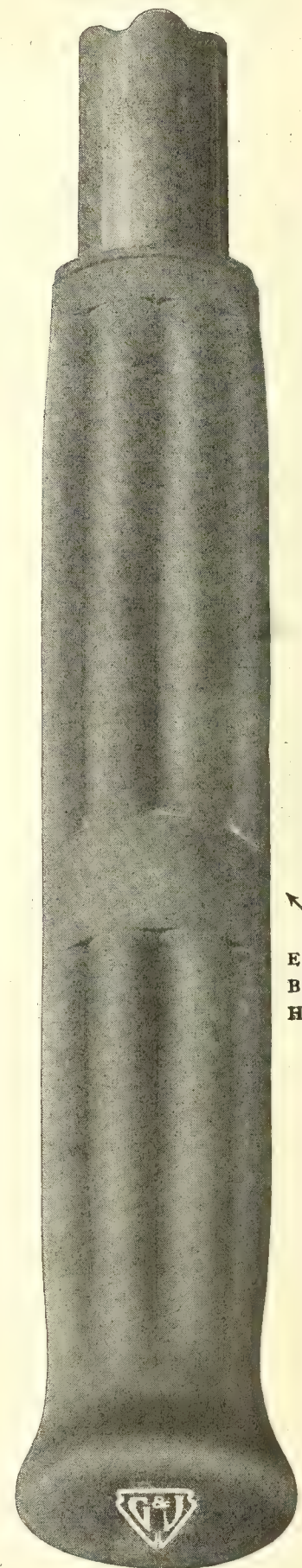
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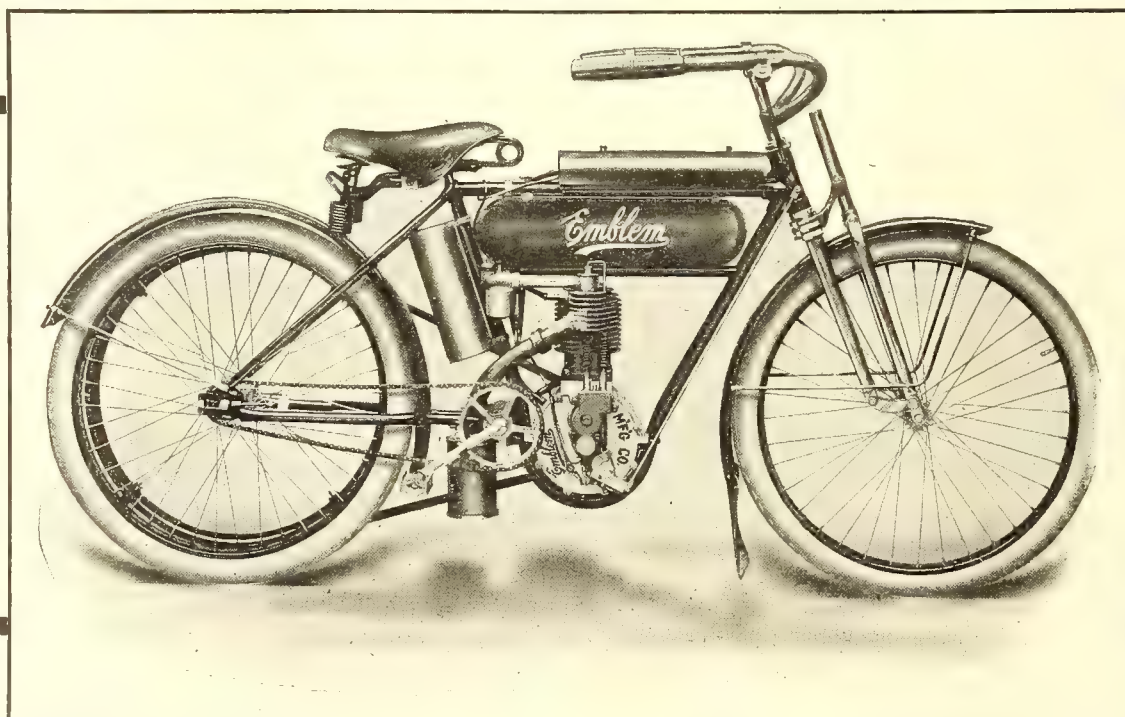
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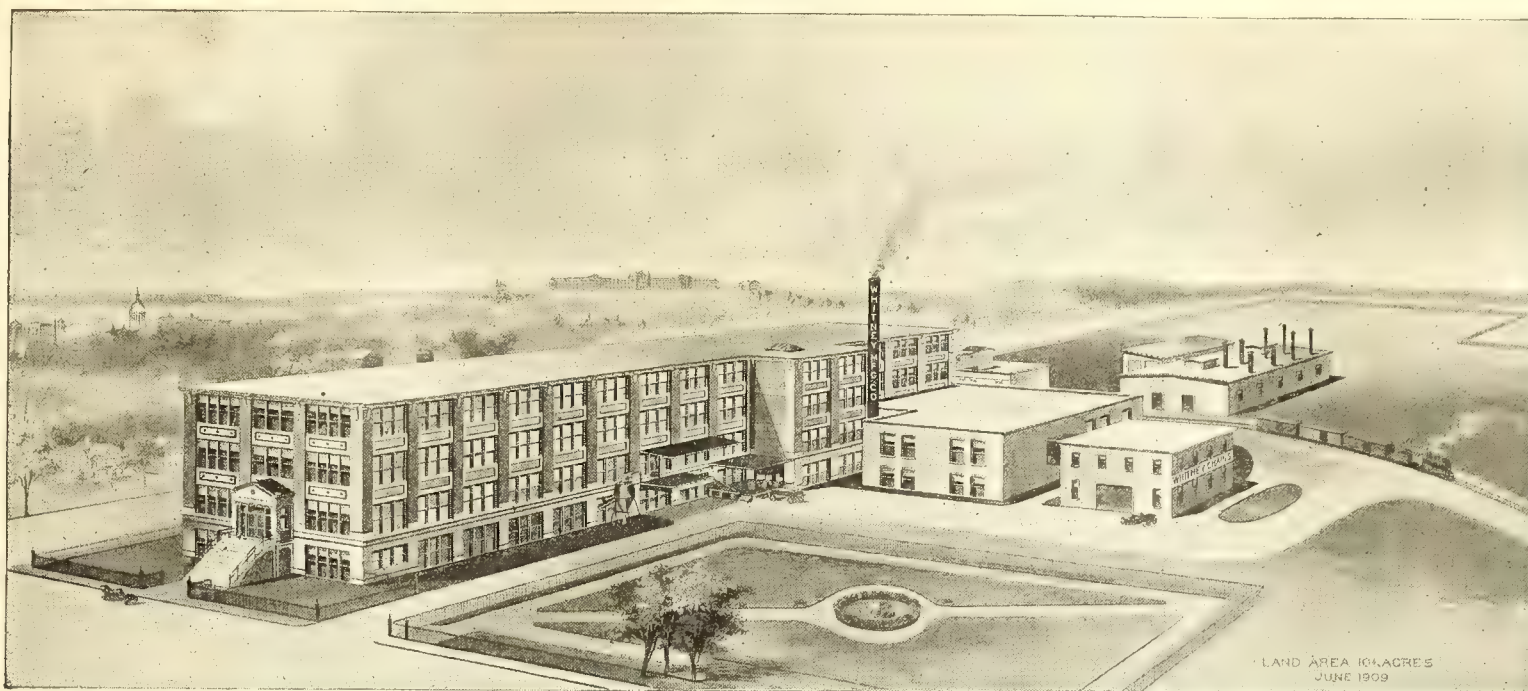
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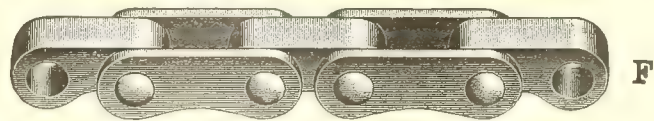
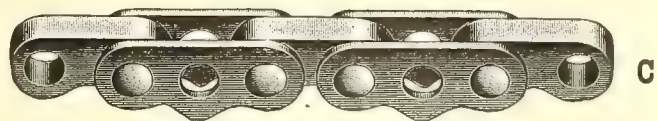
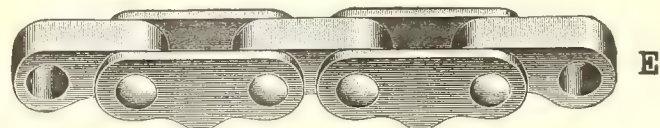
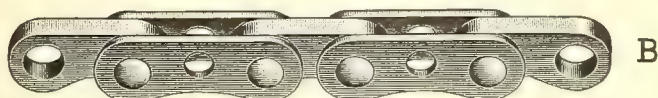
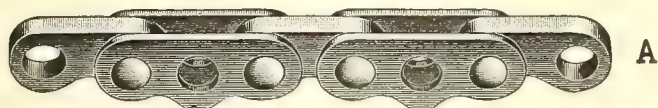
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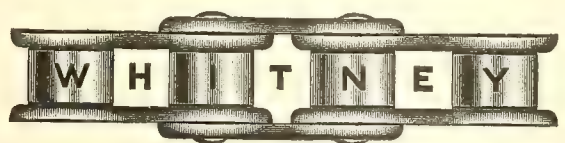
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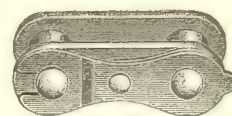
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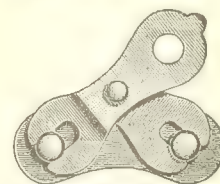
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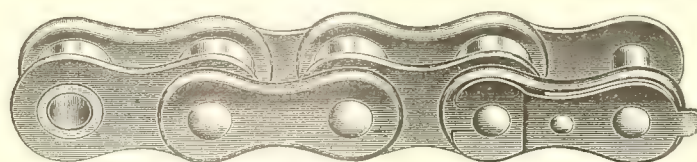
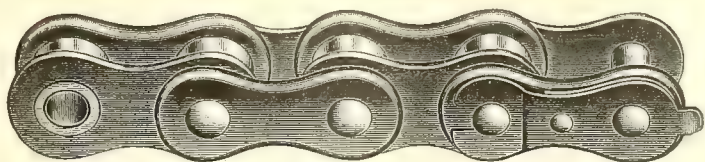
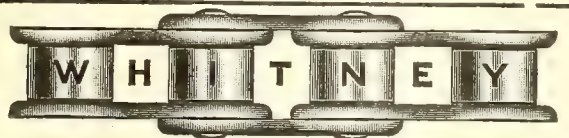
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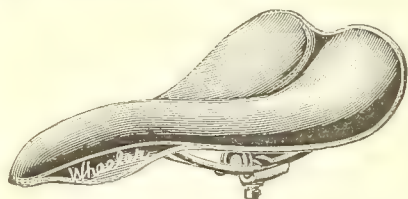
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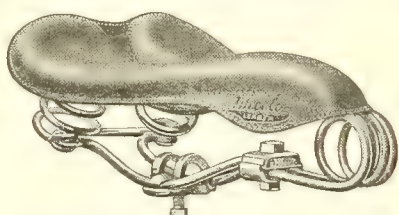
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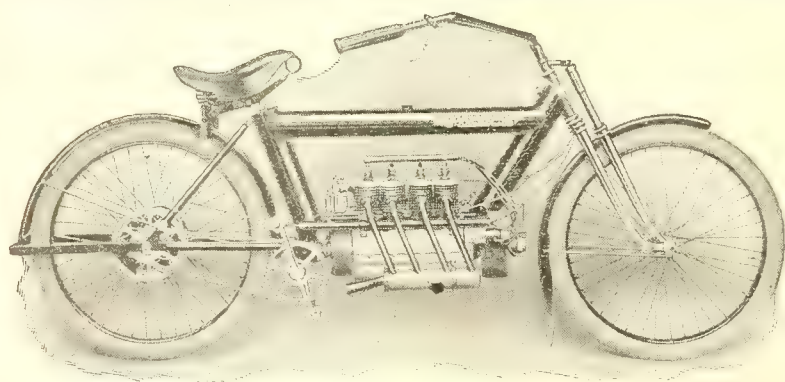
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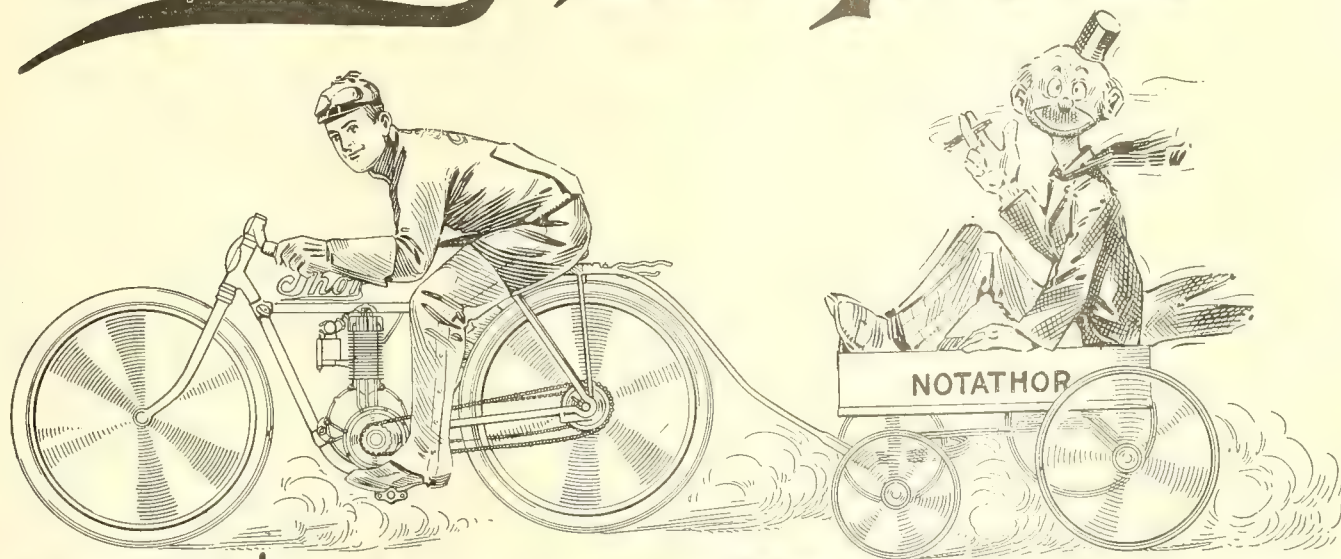
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It is on the road you ride a motorcycle and it is on the road where the *Thor* is supreme

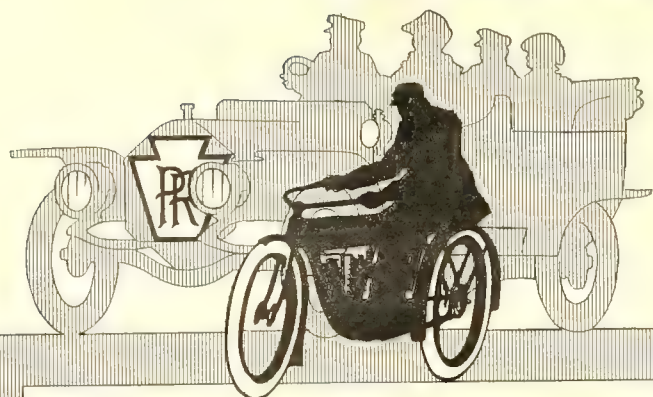
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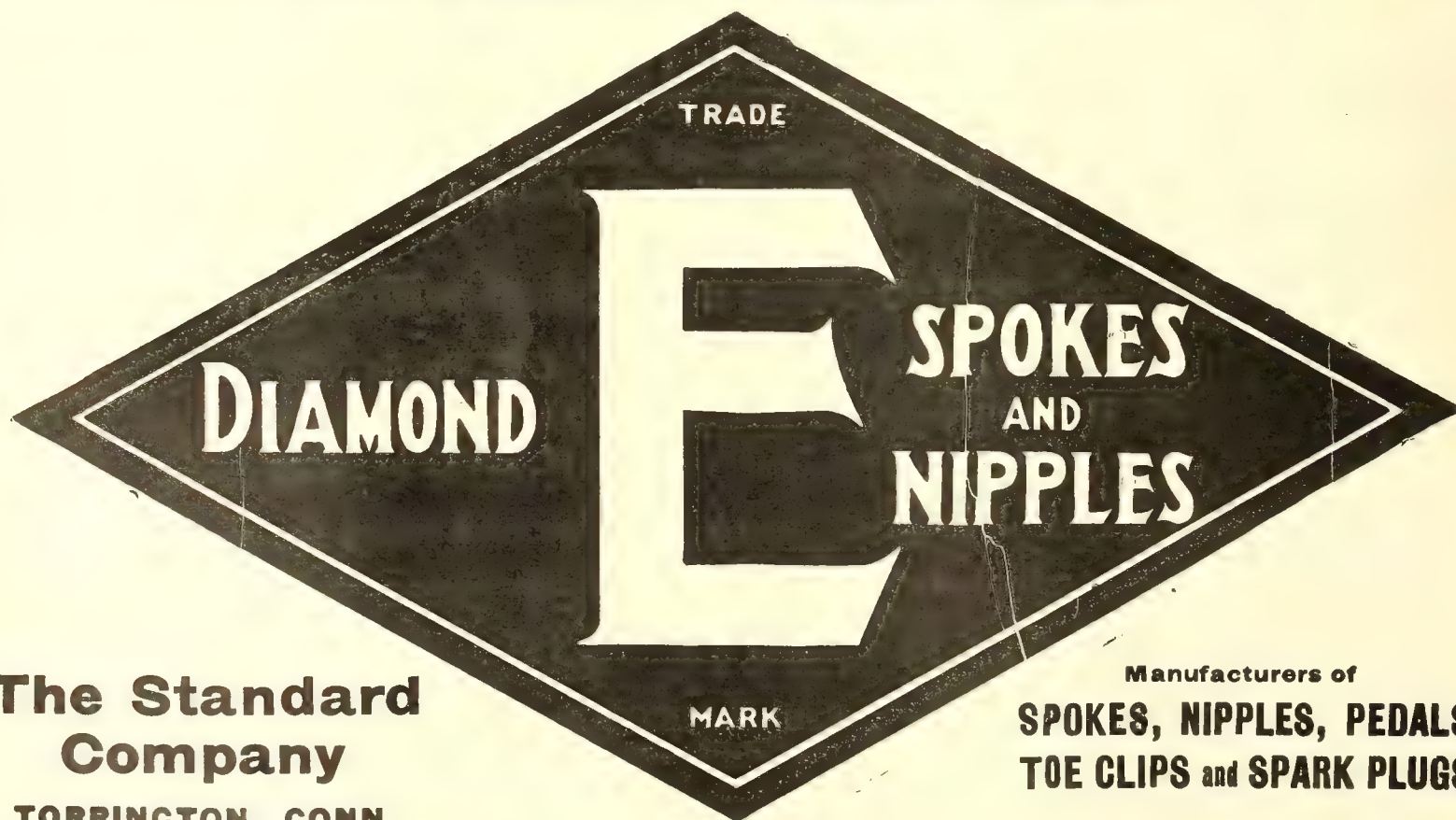
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**SPOKES, NIPPLES, PEDALS
TOE CLIPS and SPARK PLUGS**

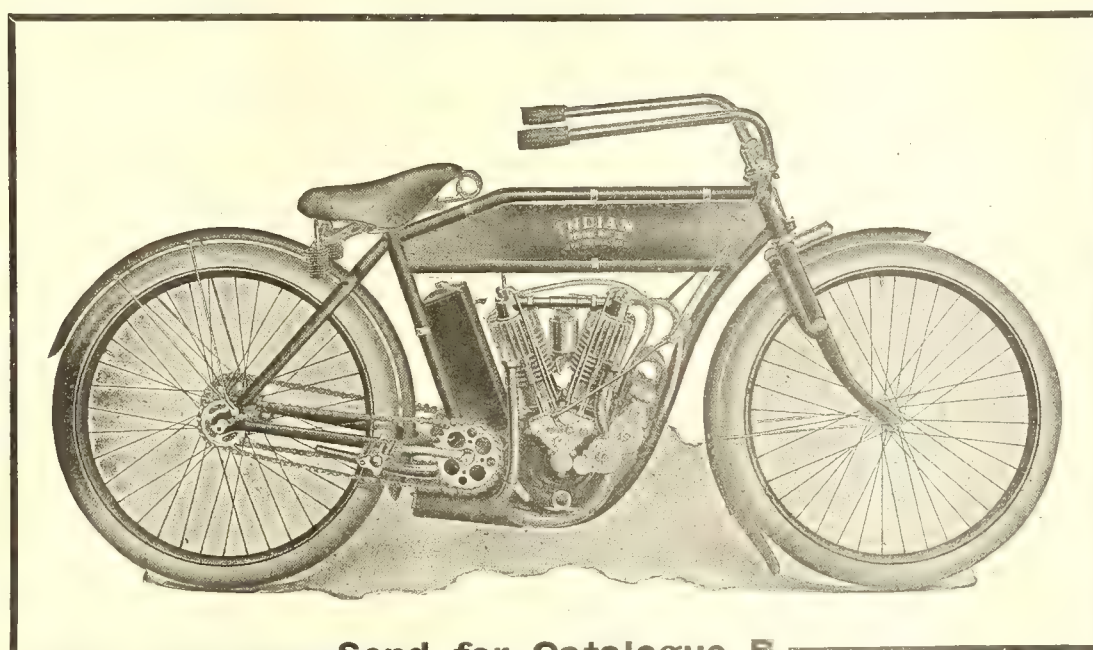
They Can't Down The INDIAN

SOME FIGURES FROM LOS ANGELES, JULY 16-18

1 Mile.....	45 $\frac{2}{5}$ Seconds	} WORLD'S RECORD
10 Miles.....	8.08 Minutes	
100 Miles.....	87.49 Minutes	
360 $\frac{1}{4}$ Miles.....	6 Hours	

AMATEUR WORLD'S RECORDS BY M. J. GRAVES

Quality



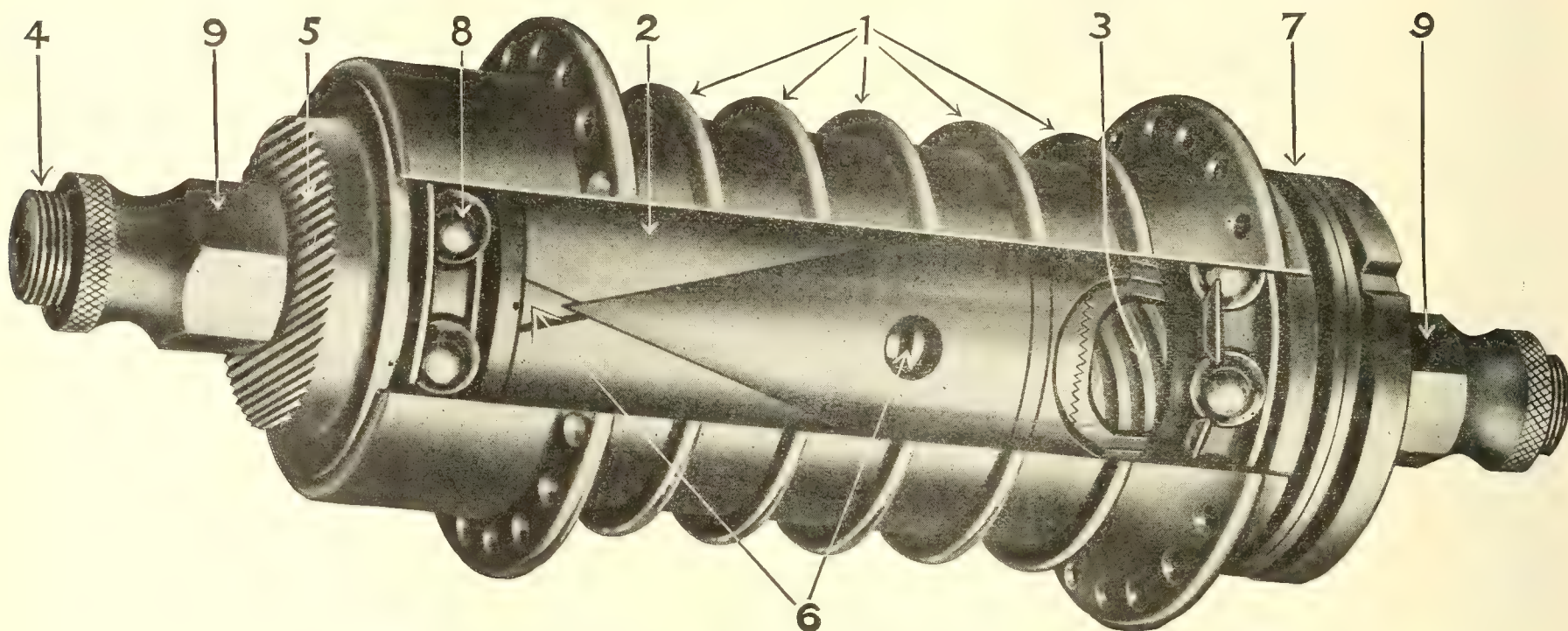
Power

— Send for Catalogue B —

HENDEE MANUFACTURING CO.
Springfield, Mass.

CHICAGO BRANCH — 1251 Michigan Avenue

THE MUSSELMAN MOTORCYCLE COASTER BRAKE



Notice the Ten Points of Superiority

No. 1.—**COOLING FLANGES** which add over $13\frac{1}{2}$ square inches of cooling surface, making the total surface 42 square inches, making it impossible to overheat this brake. These cooling flanges also add an enormous amount of strength, barring any possibility of rupturing the shell in applying the brake, as is common with other hubs.

No. 2.—**BRAKE SHOE**.—Our construction permits a very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges.

No. 3.—**SHORT PITCH**. $\frac{5}{8}$ inch pitch. This is a very short pitch and gives one as good a leverage in applying the brake as a lifting jack. This leverage with our ample brake shoe gives you a power great enough to stop an automobile.

No. 4.—**LARGE AXLE**. 9-16 inch in diameter; strongest made. No danger of this axle bending or giving away under any condition.

No. 5.—**NO ARM**. This principle with our corrugated face on left stationary cone does away with building our brake with an arm. Arms or eccentrics create an undue leverage on rear forks, which is a common cause of trouble in other styles. Our construction causes the pressure when brake is applied of an end pull on rear forks and end push on the rear stays, making it impossible to break your rear forks.

No. 6.—**GREASE CHAMBER**. Our brake is built with a grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease for keeping the hub automatically lubricated for a season.

No. 7.—**CHAIN LINE**. Our sprocket set is fitted with two chain line rings; these with the straight and offset sprocket will give you seven chain lines, running from $2\frac{1}{8}$ inches to $2\frac{1}{2}$ inches, making it unnecessary to order special hubs for certain motorcycles.

No. 8.—**LARGE BALLS**. $\frac{3}{8}$ inch steel balls are used throughout, making the chance of broken balls infinitesimal.

No. 9.—**LONG STRONG AXLE NUTS**, built so as to accommodate any kind of stand.

No. 10.—**NO DRAG OF PARTS**. The principle of this brake is the same as the famous Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times, whether driving or being pulled by the motor. This is true only of the Musselman Coaster Brake.

DIMENSIONS.—MODEL A.—FOR BELT MACHINE.

Length over all outside cones, 6 inches.

Chain Line—Straight Sprocket, $2\frac{1}{4}$, 25-16, $2\frac{3}{8}$ inches.

Offset Sprocket, $2\frac{1}{8}$, 23-16, $2\frac{1}{4}$, $2\frac{3}{8}$, 27-16, $2\frac{1}{2}$ inches.

Drilled for 36 and 40 Holes.

Width of Flanges, $3\frac{1}{2}$ inches.

Sprocket, 3-6, 10 to 12 tooth, inclusive.

FOR FURTHER PARTICULARS WRITE TO

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, July 24, 1909.

No. 18

TO BROADEN EUROPEAN MARKETS

Plans on Foot for an American Exposition in Berlin—Unusual Inducements for Prospective Exhibitors.

Extensive plans are on foot for the inauguration of an American Exposition in Berlin, during the months of April, May and June, 1910. The object of the project is to educate the European, and especially the German people to the importance and excellence of American manufactured products, and to stimulate trade between the two countries.

To this end, most unusual inducements are being offered to prospective exhibitors, such as the assumption by the management of all exhibition costs save those of rental, transportation, installation and demonstration. Freight, insurance and customs concessions also will be made, while selling privileges will be granted on all wares displayed, subject to clauses restricting removal during the period of the exposition. The movement has the endorsement of an imposing array of American business men.

All business relating to exhibits and exhibitors is transacted at the American headquarters, 50 Church street, New York City, of which Max Vieweger, American manager, is in charge. As the first distribution of space at the exposition will occur early in November next, active efforts are being made to secure early applications.

Rubber Prices go Still Higher.

The price of crude rubber shows no signs of checking its skyward course. On Thursday last it touched \$1.75 per pound, an advance of 26 cents since the first of the month. While he did not speak with authority, S. A. Falor, of the Goodyear Tire & Rubber Co., who was in New York this week, said that in face of such conditions he does not see how it is possible to avoid an increase in the price of bicycle tires; in

fact one of the concerns which produces tires, chiefly special brands for jobbers, already has advanced its quotations 20 cents. While here, Falor remarked that the Goodyear business on June 1st exceeded the entire business of last year.

Seeton Heads Ideal Plating Co.

G. W. Seeton, former superintendent and general manager of the Noera Mfg. Co., has purchased a large interest in the Ideal Plating Co., Marlboro, Mass., and been elected its president. With his election, A. C. Hitchcock became treasurer, and G. W. Rich master mechanic. Since the company removed from Boston to its new and larger factory in Marlboro, its field of operations has been considerably enlarged and this season its handle bar business has proved the best in its long history.

New Departure Now Sues a Dealer.

Pursuing the policy decided on by the licensed coaster brake manufacturers, the New Departure Mfg. Co. has instituted suit for infringement of the Townsend patent, No. 850,077, against Jacob Berkowitz, a Boston (Mass.) dealer doing business as the Hub Cycle Co. Berkowitz's alleged infringement consists of having sold the Atherton coaster brake.

Pacific Coast Buyers in the East.

The annual influx of buyers from the Pacific Coast already has commenced, a month or more earlier than usual. Amongst those already in the East are E. P. Chanslor, of the Chanslor-Lyons Supply Co., Los Angeles and San Francisco and W. E. Newton, of the Pacific Coast Rubber Co., Tacoma and Portland.

Duckworth Building a Big Addition.

The Duckworth Chain & Mfg. Co., Springfield, Mass., has broken ground for a large addition to their present plant. The new addition will be two stories and basement, 35x65, and will be finished in the early Fall. The present season has been one of the best in the company's history.

COLOMBIA OPENS WIDER DOOR

Rearrangement of Tariff Reduces Duties on Bicycles and Motorcycles—The 70 Per Cent. Surtax Abolished.

As a result of the rearrangement of the Colombian tariff regulations, manufacturers may now export their wares to the markets of that South American republic at a considerable saving. In the case of a crated bicycle weighing altogether 25 kilos, or 55 pounds, this may amount to as much as \$8.25 less than the former entrance fees.

Although the change in the regulations took place in April last, when bicycles and velocipedes were removed from class 8 of the Colombian tariff, to class 2, and the former surtax of 70 per cent. of the customs duties was abolished, the fact just has become generally known through a report of United States Vice-Consul Albro L. Burnell, to the Department of Commerce and Labor, at Washington, which was issued this week. The former rate of duty was 20 cents per kilo, plus 70 per cent., or 34 cents in all. The reduced rate at present in force is only 1 cent per kilo of 2.2 pounds. The local consulate has been advised by the customs authorities in Colombia that the change of classification covers motorcycles as well as bicycles and velocipedes.

This class of products now is placed in the same class with rubber tires and their fastenings or attachments, as applied to automobiles or carriages. According to a decree issued last March, which establishes the tariff on tires, however, these goods are subject to the surtax of 70 per cent. over and above the duty.

Sax & Savage "Take on" Motorcycles.

Sax & Savage, who are handling bicycles and sporting goods in Gary, Ind., the steel town, have added motorcycles to their stock. They are taking on the Harley-Davidson.

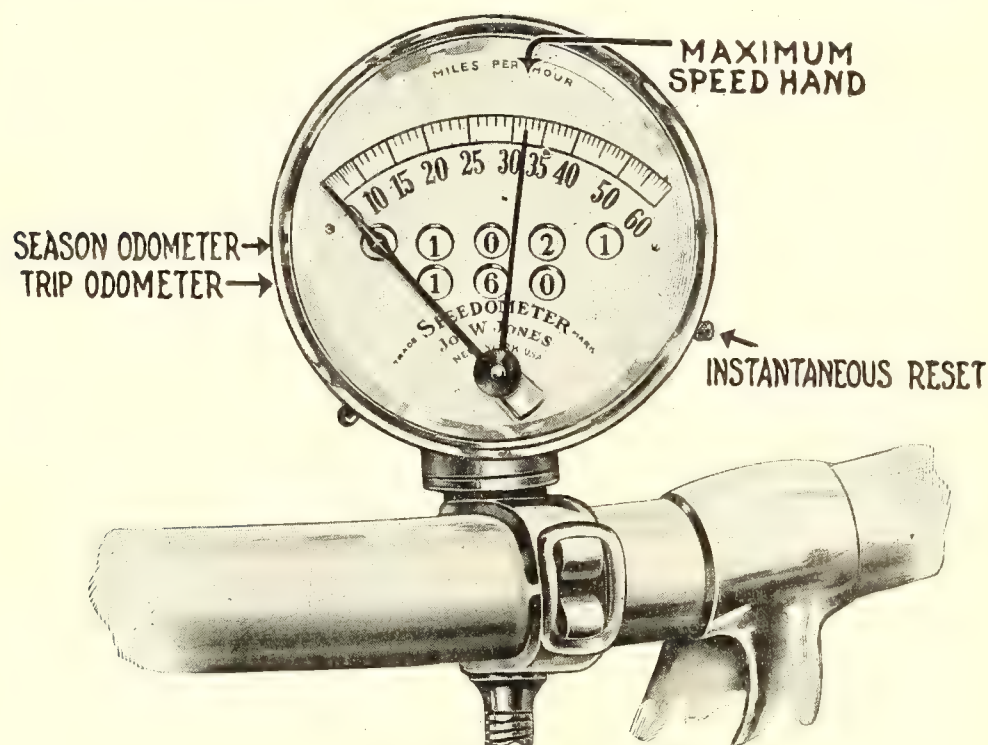
JONES PRODUCES TWO NEW MODELS

Speedometer-Odometers Designed Exclusively for Motorcycle Use—Model "32" and Its Variety of Records.

Two new types of speedometer-odometer have just been brought out by the Jones Speedometer, New York City, which are designed exclusively for motorcycle use. They are known as models "31" and "32," respectively, and in a general way embody the principles which long ago were adopted as the basis of all Jones instruments. Both of them are adapted to be mounted on the handle bars, the drive being taken from a

over the same dial is the copper maximum hand, which is driven forward whenever the variable hand moves, but retains its maximum position until the reset button is depressed. At such times it returns to the position which is occupied by the variable hand at the time. That is to say, if the machine is in motion, the maximum hand assumes the position indicating the speed of the mount at that instant, while if the machine is at rest, it returns to zero. If the button be depressed and given a half-turn, the two hands will be made to turn together, and no maximum record will be obtained.

The season odometer registers up to 9,999.9 miles, and repeats. The trip record runs up to 100 miles and repeats, but at any



large gear mounted on the front wheel, which meshes with a pinion mounted on the end of a ball bearing, flexible shaft.

Model "31," is an improvement over the old Model "26," although similar in appearance and construction to it. It has the same 60 miles scale, and season cyclometer. In addition, it is equipped with a separate trip cyclometer.

Claimed to be the most complete speed indicating and mileage recording device on the market, model "32" is, however, of entirely new design and construction. It is shown by the accompanying picture, which shows the way in which it may be mounted on the machine, and also the position of the recording and resetting devices. It has a 60 miles speed indicating scale and also a maximum speed hand, which is fitted with an instantaneous reset button; and season and trip odometer features—all of which are assembled into the single, compact housing which encloses the device. The mileage scales are graduated to read in miles and tenths of miles.

On the speed indicating scale the variable or instantaneous indication is furnished by the black hand, while swinging

time, the trip record may be erased by pushing the resetting stem on the side of the case, when the figures at once return to zero. Resetting does not affect the total on the season dial, however, so that the register there shown, gives the sum total of all the trip totals made on the smaller dial.

Both instruments are fully up to the standard of preceding models in the matter of material and workmanship, and are purposely designed to withstand the effects of rapidly varying speeds and severe vibration without injury and without trembling of the speed indicating hands.

20th Century Offers 25 Per Cent.

The 20th Century Mfg. Co., the New York lamp manufacturers, against whom a petition in bankruptcy was filed several weeks since, have offered a composition of 25 per cent.; they offer to pay the amount in cash within 10 days.

Stromberg "Opens Up" in Kansas Town.

P. A. Stromberg has opened a repair shop in Republic, Kan. He is equipped for both bicycle and motor work.

GEORGE T. ROBIE PASSES AWAY

Head of Excelsior Supply Succumbs to an Operation—His Large Success in Building up a Business.

Following an operation for appendicitis, performed the previous day, George T. Robie, president of the Excelsior Supply Co., Chicago, died in that city on Saturday night last, 17th inst. Mr. Robie was born in Walworth, N. Y., on March 26th, 1853. He went to Chicago in 1873 and established the Excelsior Supply Co. in 1876, and conducted it with such conspicuous acumen that it is now one of the largest jobbing concerns in the whole West, in addition to manufacturing a number of its own specialties. It is alike a powerful factor in the sewing machine, bicycle and automobile supplies businesses. For several years, however, Mr. Robie had not taken a very active part in his concern's affairs, save when particularly large or important considerations were at stake. He kept a desk in the company's office, but occupied it only when in the mood, living rather the life of a retired merchant and obtaining most of the comforts and enjoyments that come of an industrious life well spent. The burden of the business has been ably carried by his son, Fred T., who, with his widow, survives Mr. Robie. Mr. Robie was a prominent Mason and a member of several clubs.

Magnet Motorcycle Quits Business.

The Magnet Motorcycle Co., which was established in Chicago last year by two young Germans, has silently folded its tent and apparently quit business. The Magnet, the machine which the young men handled, is a German production embodying a number of attractive features, but the young men who constituted the company seemed to be handicapped by lack of capital and it made no headway in this country.

New Yale Model for Heavy Service.

The Consolidated Mfg. Co., Toledo, Ohio, have added the Yale Heavy Service bicycle to their line. It is distinguished from the heavier Yales by heavier tubing with heavier reinforcements, steel rims, tandem spokes, motorcycle front hub and heavy rear hub, mud guards, front and rear, and No. 8 Hussey wide handle bar. It is fitted with Troxel's Empire saddle and lists at \$40.

Valve that Indicates Tire Pressure.

An ingenious valve recently has been brought out which is useful in finding the pressure to which tires have been inflated. The valve looks like an ordinary one when the cap is screwed down, but when the cap is removed there is a movable tube inside the valve which tell exactly how many pounds of air pressure there are in the tube.

SOLVING MAGNETO MYSTERIES

Provisions Against Wear and Resistance—

Rarity of Specific Ailments—How to Breed Faith in the System.

Men who literally are afraid of the magneto, because they are unable to understand its construction and the theory of its operation, should be made to understand that in reality it is less troublesome than the ordinary battery and coil system, and that in combatting any difficulties which may arise, they have, in general, but two possible sources of trouble to look out for. One of these is wear, and the other is resistance.

Aside from the extremely remote possibility of breakage, there is but one other cause of difficulty, and that is loss of magnetism in the magnets themselves. This, however, is so rare as to be almost out of the question, except on instruments which have been in use for a very long time. As a matter of fact, magnetos have been known to run as much as 50,000 miles without once going into the repairer's hands, and that when sparking a four-cylinder engine. If under such circumstances, small difficulty is experienced, certainly the rider of a single or twin cylinder mount ought to have no fear of trouble within the limit of one or two seasons' use.

When it has been proved beyond a doubt that there really is trouble in the magneto—and it may be suggested that, generally speaking, most difficulties which are laid to the instrument itself, actually exist somewhere outside it—it should be gone over with a view to locating some shortcoming due to either one or the other of the above mentioned sources. If it is wear, then it is possible that the bearing surfaces of either the interrupter cam or the end of the rocker arm may have been reduced sufficiently to alter the gap between the points at the instant of the break, or that the points themselves may have become disarranged owing to burning, "upsetting," or loosening in their fastenings.

Resistance is introduced when dirt or gummy oil is permitted to accumulate between the contact points; when the carbon brush which conducts away the sparking or high tension current from the front end of the instrument becomes partly covered with oil or dirt; or when the little carbon brush which connects the contact breaker screw with the dust cap becomes fouled in a similar way.

Returning to the subject of wear, for the moment, it is conceivable that, in an instrument which has seen considerable service, the bell crank lever of the contact breaker may have become worn in its mounting so that it does not work perfectly true; that the fiber ring, which causes the lever to rock when contact is to be made or broken, has become worn down sufficiently so that it does not raise the points entirely out of

contact; or that the carbon brushes have become reduced or worn out of square sufficiently to impair their conducting powers.

Ordinarily the spark is stopped merely by cutting the contact breaker out of action. This is done by grounding the low tension, or primary current. Sometimes this is accomplished by means of a switch on the handle bar, which merely connects the insulated wire, which is led to it, with the metal framework of the motorcycle; and sometimes the same result is accomplished by causing some metallic part of the motor to come into contact with a spring extending from the magneto terminal block, when the valve lifter is brought into action. In either case, there is a possibility that this connection may afford a continuous or intermittent ground as a result of vibration, disarrangement of parts, or the chafing of the wire leading to the bars; the effect being to check the spark without any apparent reason.

Obviously, a stoppage resulting from some such difficulty as this, can be no fault of the magneto itself, while difficulties with the contact breaker, usually are only such as might, and frequently do, arise with the contact breaker employed in connection with the battery and coil system. Yet unless the rider is made to understand the difference between the troubles which are essentially due to the magneto, and those which are wholly mechanical, and due to his own carelessness, it is pretty certain that he will spend a good deal of his time in condemning the magneto, and very little time in mastering the few simple points it is essential to know in order to keep it in running order.

As for the liability of the magnet to lose its magnetism, thus putting the device out of business, this is such a remote contingency that it hardly need be considered at all. Indeed, if the novice be encouraged to bring his machine back to the shop every time he is certain that the magnets have become demagnetized, the dealer will be afforded very good and perhaps not infrequent opportunity of inspecting the machine, and also of giving the rider a new dose of confidence in the magneto. This is certain to result in nine times out of ten, when he is shown that the fault lies, not in the instrument itself, but in some little mechanical or electrical difficulty, which he could have found very easily himself.

Indeed, it might not be too much to suggest that the best way for a dealer to inspire confidence in the magneto among his customers, would be to offer to repair, free of charge, all difficulties arising through the failure of the magneto to generate a good sparking current, such as might arise within a year from date of sale. It would give him plenty of opportunity to show his wisdom, would cost him very little in time or parts, and, incidentally, it would keep him in pretty close touch with such of his regular customers as might be influenced by a stray word or two, to add to their equipment of accessories from time to time.

CHOOSING SPARK PLUG LOCATION

Mixture, Temperature and Scavenging Governing Factors—Their Relation in Three Alternative Positions.

Determining the proper location of the spark plug is not such an insignificant detail of design as would appear to be the case. The quality of the mixture is an important factor to be considered in placing the plug, as the homogeneity of the gas is not equal in all parts of the combustion chamber, it should be located in the zone where the uniformity is greatest.

Experiments have proven that spark plugs work very much better over the inlet valve than when situated over the exhaust valve, in motors where the valves are placed side by side. When the incoming mixture passes over the exhaust valve the latter is thereby cooled, but on the other hand the gas is heated up at that point and becomes very inflammable. Repeated tests with plugs placed over both valves seem to indicate that a more uniform mixture is to be had over the inlet valve.

Scavenging of the cylinder has much to do with the location of the plug, for if the exhaust products were completely expelled the position of the spark plug would be of small moment. If the carburetter does not give a uniform mixture and feeds liquid gasoline to the cylinder, the spark plug should not be located in a highly heated zone, for the caking process will take place in contact with the nodes of the plug and the points will soot up.

Plugs located in the center of the head, while theoretically in the most advantageous position, are directly exposed to the oil which works past the rings, and become fouled much more rapidly than when located in side pockets.

Placing the plug between the valves exposes it to the blast of the incoming charge, which tends to cool it and keep it clean, while the outward rush of the exhaust also makes for the removal of any carbon or soot which may form.

Japan to Prevent Rim Rust.

After the tires have been removed from the wheels the rims should be thoroughly cleansed of all dirt and rust and then given a coat of japan. A second coat should be applied about six hours after the first and allowed to become hard and thoroughly dry before the tires are put on again. Rust is a destructive agent to tire fabric, and a protected rim surface will assist greatly in the preservation of the beads.

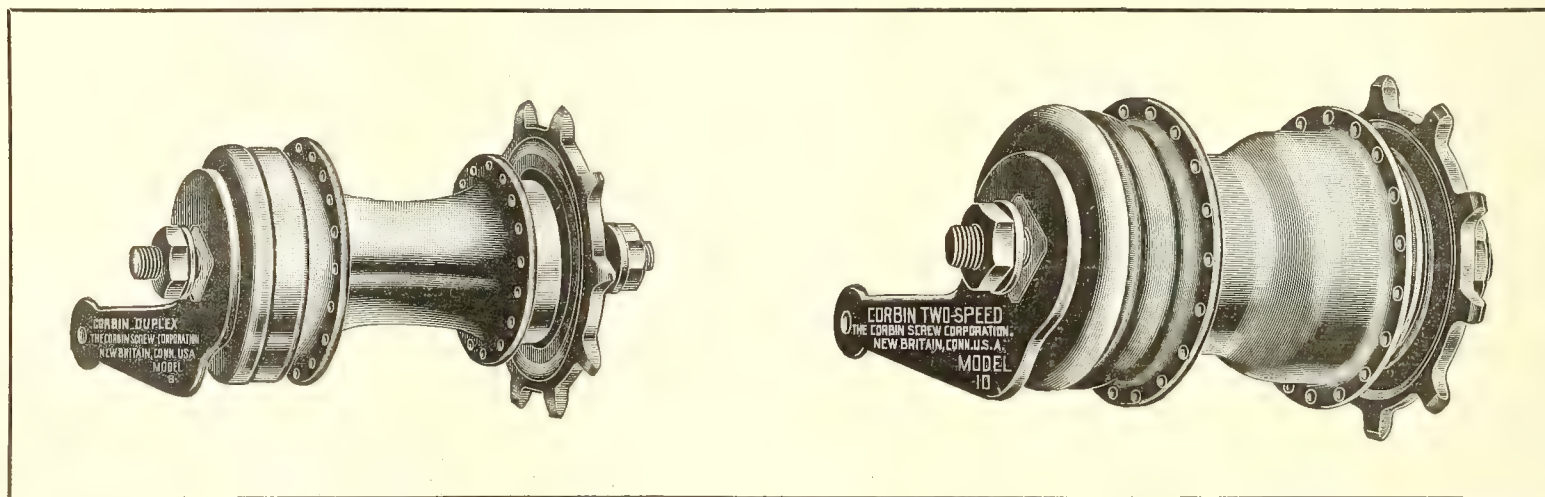
Tape for Grip Control Joints.

Tape wrapped around the universal joints of grip controls will prevent the pins dropping out and allowing the shafts to become lost. This covering also will exclude dust and rain from the joints.

The Limit of Coaster Brake Goodness

is contained in the

CORBIN



It is not within the realm
of possibility to produce
or procure a better coaster brake.

CORBIN SCREW CORPORATION

LICENSED COASTER BRAKE MANUFACTURERS.

NEW BRITAIN, CONN, U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JULY 24, 1909.

The Effect of "Yellow Dog" Rules.

That the "yellow dog" rules designed to govern motorcycle competition which have been prepared by a minority of the F. A. M. revision committee, and the essential features of which were published in last week's *Bicycling World*, were received with general astonishment, there is no doubt. They have caused all manner of feeling ranging from deep-seated and bitter resentment to good-natured ridicule. Few men appear to believe that whatever the men responsible for the amazing effort to turn the sport topsy-turvy may do to accomplish their purpose, the F. A. M. itself will repudiate both their methods and their rules.

The more the rules are studied the more impossible and amusing they appear. While the manner in which they will professionalize every rider who may operate a motorcycle and place a stain on every man, however remotely connected with the trade and make the industry itself appear of degrading influence, is in itself remarkable, the absurdity and impossibility of the proposed provisions cannot better be illustrated than by the point brought out by former Chairman Douglas, of the F. A. M. competition committee. That the penalty attaching to the loan of a machine by one

private owner to another shall be transfer to the so-called "yellow dog" or trade rider class, is almost screamingly funny.

If the point had not been passed on and decided at the now famous and peculiarly constituted meeting at which the rules were discussed, Mr. Douglas might be suspected of perpetrating a joke, although he is not much given to that sort of thing. As he was present at the meeting and there raised the point, there can be no doubt of the intention of the framers of the rule, as there can be no doubt that the decision confirms the view that "trade riders" must be and will be viewed as a lower order of sportsmen and the "trade rider class" as a sort of penal colony.

When a man not only ceases to have the right to choose his quality of sportsmanship, but can no longer, without penalty, borrow a machine from even his own brother and must abandon competition in the event of accident or damage to his machine, sport cannot well be brought to a sorrier pass. It will cease to be a sport and become a serio-comic opera. It is small wonder that few men believe that the Federation of American Motorcyclists will permit the adoption of rules that are a travesty on justice and a burlesque on sport.

Some of the things which have been said of the new rules are unfit for publication. How some of the more temperate and thinking men who have labored to build up the F. A. M. feel and how they view the situation is well reflected by the utterances of Mr. E. L. Buffington, an unselfish and unbiased man without trade affiliations, who now is serving as the head of the Eastern District of the F. A. M., which contains perhaps, three-fourths of the entire membership.

"The arguments are masterly and conclusive, I think," he writes referring to the *Bicycling World's* discussion of the rules last week, "and by them alone, unaided by anything else, the situation is saved to the present rules, which, with some minor changes, stand for the things I stand for. The F. A. M. is certainly passing through a critical stage in its history in the discussion of this competition question, which to my mind has been settled by your article—thanks to you."

"I am heartily in sympathy with your position," writes another genuine sportsman in the West. "An amateur's status is a precious possession."

It is a possession which every man with a drop of the blood of the real sportsman

in his veins will refuse to have taken from him by the legislation of five or six men or five or six dozen men, and in or out of the trade he will as resolutely refuse to make any man's vocation the measure of his sportsmanship, even though they may do that sort of thing in England, where they have lords and earls and despite the evidence that the president of the F. A. M., who apparently dearly loves a lord, has given the king's subjects assurances that he would "fix things"; and who is attempting to shove the British dose down the American throat.

Motorcycle's Imperative Requirements.

The subject of the two-speed, free-engine gear is not a new one. Many times during recent years the *Bicycling World* referred to it and urged its use just as the two gentlemen, both past the first flush of youth, urge it in our Correspondence Column. It is a subject that will not down and the sooner it is faced and given the consideration it deserves by motorcycle manufacturers, the better it will be for the ultimate good of the industry and the pastime.

The hot blood of youth may crave power and more of it, which means speed and more of it, and danger and more of it. But there are thousands of riders and tens of thousands who would become riders who care not a rap for speed. "How slow?" not "How fast?" is of most concern to them.

It is notorious that practically none of the modern twin motorcycles can be operated at a speed which even approaches the legal minimums. And with the continual increase of power, there has come a continual increase in weight and with the deserved spread of the magneto, the starting of motorcycles has become an undertaking resembling the feats of Samson and the tricks of acrobats; on even slight up grades or in sand, the strength of Hercules is required. In traffic or on sandy or rough going, inability to start easily and to ride slowly is a fearful handicap.

Nothing is gained by self-deception and though it may be unpleasant the truth may as well be told: Unless these shortcomings and handicaps are overcome, the motorcycle as a practical all-around vehicle and permanent means of locomotion will prove a failure. The two-speed, free-engine gear points the way to overcome them and such attention to carbureters as permits the throttling of automobiles will do the rest. Those are the most imperative requirements if the industry is to endure and prosper.

CORRESPONDENCE

Bennie Munroe Makes a Statement.

Editor of the Bicycling World:

I want to make statement to you about the last paiced race I rode here at the Salt palace sauser track and they ceartinly did hand it to me in every way theay suspended me for thirty days and held up my money and made me stop riding and cut me out of the races here with out dollar in my pocket I will now explain to you how the race was and I wish you would publish this for me I was to ride Hardy Downing paiced race and I had made arrangements here for the season to have Samuelson to paise me in all of my races so the night of the race Manager Harry Heagren told me that Downing had Samuelson and that I would hafter follow some other motor so this old motor that they handed me wouldn't run and skipped so I told the fellow that was running it to get off the track with it and I would ride and finish unpaised so I started out to finish the race unpaised and the Referee called me up and gave me thirty days I think it is shame to do man that way after coming out here to ride they aint puting up very much money out here for the races and most of the boys are scrambling hard to make meal ticket they are having leven and twelve hundred dollar gates here every meet this Referee they have got here is half blind and cant see from one side of the track to the other he is counter jumper here in drygoods store so you can just gudge what he knows about Bicycle race this fellow Willcox that rides out here done trick that was much worse than mine in the last race that I rode him and won and they didnt do thing to him they ceartinly stick up for each other out here these mormons now write me up story about this and sign my name to it and I will ceartinly appreciate it

BENNIE MUNROE, Salt Lake City.

Glorifies the Two-Speed Tri-Car.

Editor of the Bicycling World:

Being a reader of your valued magazine, and much interested in the sport of motor-ing, I desire to say something in favor of the tri-car. I have covered many thousands of miles in the last two seasons with my tri-cars—first a 2¼ horsepower—lots of fun—next a 5 horsepower—lots more fun, more mileage, more steep hills, but mingled with all this pleasure was some hard work, straining of muscles, bulging of eyes, overheating of the human system, and bad language, and at last down and out with a wild glare in the eyes looking around for a gum wood club. But as the tri-car is a machine and not the balky old mule, I realized that a club would serve no purpose. There came ringing in my ears, "two-speed, two-speed," and then wife would say, "carburetter—

spark—why don't you go on? pedal push, get a mule—get there," etc.

I read much about the two-speed, free engine, etc., in your magazine and others, and being wrapped up in the pleasures of tri-car riding, to give it up was out of the question. We read about the N. S. U. tri-car, with two-speed, free engine, etc., so I decided that tri-car riding could be reduced to continual pleasure.

We now have an N. S. U. non-convertable tri-car of 7 horsepower, two-speed, free engine, fan cooled, magneto, high and low gear, foot rests etc., and Oh! what a relief in starting, climbing hills, and slow going in a crowd. No more bad language, no pushing, no sweating down the back—simply give the pedal a kick, slowly pull in the low gear, car begins to move, I begin to smile; when we come to a hill, we both smile; throw in high gear, we laugh—at the other fellow—often attain a speed of 30 miles per hour on good roads. I consider the N. S. U. tri-car 7 horsepower 1909 twin cylinder as we have it, perfect in every detail for a two passenger machine. For safety, durability, and little expense, I think there is nothing to equal it.

I wonder why American makers of tri-cars do not fall in line with two-speed devices.

L. L. M. SALSBUURY, Oakland, Cal.

Advocates Machines for Non-Scorchers.

Editor of the Bicycling World:

I am aware that proffered advice oftentimes is unwelcome, but sometimes in spite of the greatest precautions we do slop over. And this seems to be a case where I can't resist congratulating you. In your editorial on page 529, under the heading of "Motorcycles Wanted for Non-scorchers," you have struck the keynote of cycling, be it motor or pedal cycling. The racing proposition is all right and it is perfectly proper to look after their interest, but the non-scorching element which outnumbers the racing element 100 to 1, should be given a square deal, and neither neglected nor despised. And I will venture to say that if they were one-half as well looked after as the racing men that they would outclass them 1,000 to 1 instead of 100 to 1. In other words, the use of the cycle for health, pleasure, and utility could be increased ten-fold.

It would be almost a hopeless task to approach this subject by attacking the riders themselves directly, as most of them seldom think about their own needs, but if by persistent boosting the manufacturers could be aroused to make suitable machines for the great non-scorching class, and thence through the dealers' efforts see that this element was properly mounted, in time the public could be educated to the value of such mounting. Then we would have a larger and more enthusiastic class of wheelmen.

It was this very point, and not notoriety, that induced me to write that recent article

COMING EVENTS

July 25, Philadelphia, Pa.—Fifth annual Camden-Atlantic City record run; open.

July 31-August 1, New York City—New York State Division Century Road Club of America's moonlight and double century run over Long Island roads; open.

August 14, St. Louis, Mo.—St. Louis Cycling Club's annual 20 miles Forest Park handicap road race; open.

July 17, Newark, N. J.—New Jersey Motorcycle Club's motorcycle race meet at Olympic Park; open.

August 4, 5, Salamanca, N. Y.—Motorcycle races; open.

August 8, Baltimore, Md.—Crescent Bicycle Club's and Carroll Cyclers' dual meet at Yoedel's park.

August 9-10, Cleveland, Ohio.—Federation of American Motorcyclists' national endurance contest from Cleveland to Indianapolis.

August 11-13, Indianapolis, Ind.—Federation of American Motorcyclists' seventh annual meet.

August 29, Valley Stream, N. Y.—Empire City Wheelmen's 15 miles first unpaced road race; open.

August 29, Brooklyn, N. Y.—Century Road Club Association's annual veterans' reunion and century run; open.

September 6, Wildwood, N. J.—Motor Club of Wildwood's 12-hours motorcycle road race; open.

on gears, which appeared in your annual number, as applied to bicycles. As you well know when the safety (so-called), first appeared, they were fitted with gears corresponding to the ordinary or high wheel and these increased as fast as improved manufacture, improved methods of pacing and a man could be found to drive them by special training. There has been no attempt, so far as I am aware, previous to my article, to standardize or determine what would constitute a rational gear for ordinary people under ordinary conditions, or in other words, the non-scorching class, if you please.

Now if the lower gears or lower horsepower in motors were made the standard equipment, and the racing factors the options, instead of the reverse, as is the general custom now, a great deal could be done along this line, provided the dealers co-operated in the movement by explaining its advantages. In the past each maker has determined what should be standard in gear or power, year by year, arbitrarily without any rational reason why.

I am very glad to see you take up the subject and I hope you will urge it from time to time until the public is educated to the same use of a very useful article.

F. S. CATE, M.D., Florence, Cal.

GRAVES AGAIN JOLTS THE RECORDS

Whirlwind Riding in Two-Hours-a-Day
Three Days Motorcycle Race at Los
Angeles—Red Hot Sport for Elks.

Los Angeles, Cal., July 19.—Within the last three days the world's motorcycle record table has been jolted by M. J. Graves, who, however, has jolted it before. Because of the herds of visiting Elks in Los Angeles Manager George Kramer put on a three days program at the $3\frac{1}{2}$ laps Stadium track, consisting principally of a six hours race, in instalments of two hours a day, beginning last Friday and continuing on Saturday and Sunday.

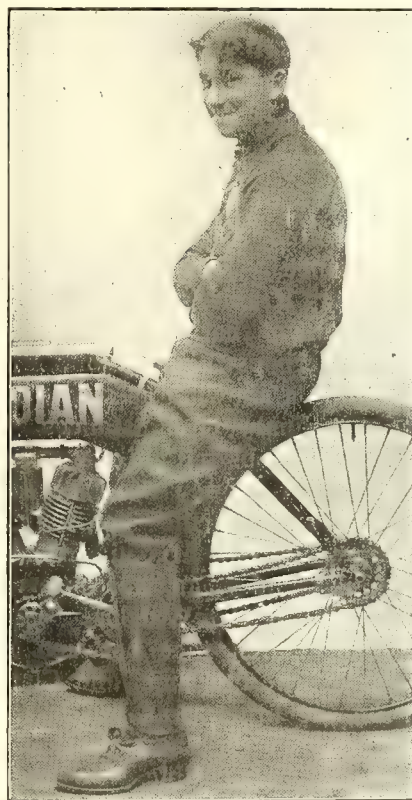
It was in the two hours' a day race that the record received a battering. The old figures of 103 miles 380 yards for two hours, which stood to the credit of Martin, the English rider, first were handed a knock-out blow on Friday afternoon, when Herman Kohl covered an even 112 miles. On Saturday Ward won the race with 120 miles 1,507 yards, and on Sunday Graves rode like a whirlwind, covering in the allotted 120 minutes 134 miles 880 yards, breaking Martin's old record by 31 miles 500 yards.

Not only did Graves break the world's two hours record but he cut a large slice from the world's 100 miles records, both amateur and professional. The fastest time ever made by a motorcycle rider over this distance was 1:37:59, by Jacob Derosier, and Graves bettered it by 10 minutes 10 seconds, covering the distance in his two hours ride on Sunday in 1:27:49. The best previous amateur record was 1:47:44, held by Robert Stubbs.

The first two hours instalment of the 6 hours race began on Friday at 4:10 p. m., with M. J. Graves, Indian; Erwin Knappe, Indian; Herman Kohl, Elk; A. Ward, N. S. U.; Gal Blaylock, Indian, and Williams, Merkel, in the running. Graves led the field for the first ten miles, when he lost a little time through being compelled to change to a spare machine. Right here it might be remarked what a sad fizzle long distance motorcycle racing would be were it made a race of machines and not of men. Practically all the riders were at one time or another compelled to change during the two hours, but as they had spare mounts, little time was lost and the race held interest because of the constant shift in positions. After Graves transferred to another machine Ward went to the front and remained there until after the first hour, covering 66 miles. Ward had a little trouble at this time and Kohl assumed the lead. The latter part of the race was exciting as Graves and Ward rode like fiends to overhaul Kohl. The time was too short, however, and Kohl finished his two hours with 112 miles. Ward was second with 111 miles 1 lap, and Graves third with 111 miles.

Blaylock dropped out at 81 miles $2\frac{1}{2}$ laps from sheer exhaustion, while Knappe had some trouble and only covered 66 miles 3 laps. Williams withdrew because of battery trouble after covering 12 miles.

The second section of the 6 hours race on Saturday afternoon furnished another two hours of highly exciting sport. Luck seemed to go against Knappe from the start. He was off the track at the beginning of the second mile and a little later had to stop again. At the end of two hours Ward tallied up a grand total of 120 miles 3 laps. Kohl finished second with 117 miles 2 laps, Graves third with 115 miles 3 laps, and



M. J. GRAVES

Knappe fourth, his total amounting to 104 miles 1 lap. Williams quit after riding 37 miles.

Sunday afternoon was when Graves had his innings. At the end of two hours he had covered $134\frac{1}{2}$ miles and Ward 117 miles $2\frac{1}{2}$ laps. Knapp only covered 77 miles $2\frac{1}{2}$ laps, and bad piston rings caused Kohl to stop at $68\frac{1}{2}$ miles. Graves's total distance for the six hours, which, of course, cannot stand as a record for that time, was 361 miles. Ward covered 350 miles, Kohl 298 miles and Knappe 249 miles $2\frac{1}{2}$ laps.

The other record that came Graves's way was the mile against time. On Friday before the big race he reeled off a dizzy $3\frac{1}{2}$ laps in the remarkable time of $45\frac{3}{4}$ seconds, breaking his own record by $1\frac{3}{4}$ seconds. Edward Lingenfelder, the professional, also was out for scalps. On the first day he covered a mile in $47\frac{3}{4}$ seconds, and on Saturday two miles in 1:36, neither of which are world's records, however. Emil Agraz, the bicycle rider, attempted to lower the paced mile, but also was unsuccessful, his time Friday being 1:07, and on Saturday three-fifths of a second slower.

NONE FAVOR "YELLOW DOG" CODE

Many Voiced Protest Against the Curiously
Revised F. A. M. Competition Rules
—How the Revision was Made.

If, other than the few men responsible for them, the "yellow dog" code proposed by a small part of the committee appointed to revise the F. A. M. competition rules, has any friends, they did not make themselves known during the past week. When the chief features of the rules were printed in last week's *Bicycling World*, and light was thrown on them, the private owners who realized that they no longer would be able to retain their amateur status or to loan or borrow a machine even from their own brothers, and the men in the trade who realized that they, too, must not only become professionals by reason of their employment in the trade, but would be turned into a special "yellow dog kennel" of their own, lost no time in giving vent to their feelings. What they said was not of the sort complimentary to the men who seek to bring about such a state of affairs.

Of the prominent trade people who were in New York during the past several days who declared they were not yellow dog sportsmen and who would oppose every effort to put them, or their associates or their agents in such a class, were George W. Sherman, of the Aurora Automatic Machinery Co.; W. C. Chadeayne, of the Auto-Bi Co., and A. B. Coffman, of the Consolidated Mfg. Co. Eugene Kicherer, the head of the N. S. U. Motor Co., was another who wants none of that brand of sportsmanship.

Since the proposed rules were made public and the sealing wax of secrecy removed from the lips of the nine men who did the revising—four of whom were not even members of the committee—some particulars of the proceedings of the remarkable meeting have come out. Most of the talking and tearing down was done by two men, and, as already known, chiefly by the president of the F. A. M., who not only sells foreign motorcycles, but who last year went abroad and became so impregnated with British ideas that he gave assurances to his British acquaintances that he would implant them in America. He was eligible to be present at the meeting of the revision committee only as a matter of courtesy, but he not only talked much, but afterwards he did most of the work of putting the proposed code into shape.

Roland Douglas, who for three years ably served as chairman of the F. A. M. competition committee, was the only man present who took a stand against tearing down the American idea of sportsmanship and fair play, but he was well aware that the meeting had been "primed" beforehand with imported "petrol," and personal interests. When the meeting got around

to the now famous or infamous "private owner" clause, Douglas brought out an interesting point that aptly illustrates the ridiculousness of the whole set of proposed rules, and serves to show how any man can get a trade tag without ever having had to do with the trade. They provide that to be a private owner, a man must "actually own" the machine he rides in competition.

"Suppose a private owner borrows a machine from another private owner, what will happen to him?" Douglas asked.

"He will become a trade rider," he was informed; but no diagram accompanied the information, nor does it appear how any organization, American or British, can keep track of such loans and borrowings.

Although two of the manufacturers who quite generally are suspected of secretly subsidizing certain alleged amateurs were present, Douglas told them to their teeth that the chief effect of the new rules would be to permit them to pay these men openly while there still would remain a class that could be paid "on the quiet" and in which fake bills of sale and other trickery, not now necessary, would be encouraged.

Douglas stated that he was as much surprised as any of the nine absent members of the committee to receive a copy of the proposed rules accompanied by notice to vote within 24 hours and which yet oddly added that they already had been "finally adopted." He says there is no room for question that it was the general understanding of those present that another meeting would be held. He knew nothing about a vote to put the rules into effect immediately after the F. A. M. meet in Indianapolis next month, which is not within the committee's power; although in at least one anxious brain the idea is entertained that the revision committee can turn over the proposed rules to the competition committee and force or influence the latter body to put them into effect. But unfortunately for this scheme, special committees not specifically clothed with power to do otherwise, first must report back to the organization that created them.

Whether the result of the hurry-up mail vote ever will be disclosed remains to be seen, but it is known that at least five votes have been cast in favor of the continuance of amateurism and fair play and against the "yellow dog" creations. These were cast by R. G. Betts, founder and five-times president of the F. A. M., who tried to attend the committee meeting, but who arrived late and could not find it as no one in the hotel where it occurred knew where it was being held; Roland Douglas, three-times chairman of the F. A. M. competition committee; Dwight Patterson, president of the New York Motorcycle Club; George W. Sherman, of the Aurora Automatic Machinery Co., and W. T. Marsh, of the American Motor Co. Mr. Marsh, although designated a member of the committee, is not; however, a member of the F. A. M., and during the week it developed that one other appointee let his membership lapse long ago.

TWO MORE LAURELS FOR KRAMER

He Administers Defeat to Clarke in Match and Team Races—Halstead Wins by a Wonderful Sprint.

There was more doing in the two hours that the regular meet lasted at the Newark Velodrome Sunday afternoon last, 18th inst., than at any corresponding period during this season. Frank L. Kramer, aided by Fenn, his one time partner, defeated A. J. "Rocket" Clarke, who had the irrepressible Joe Fogler as a team mate, in their three heat match. Kramer punched Fogler in the side and Fogler shoved Kramer, while Fenn got a fall trying to roughhouse Clarke.

The match race was the piece de resistance of the program, naturally and a majority of the spectators before the race would have been willing to bet their B. V. D.'s on Clarke's chances. Jack Neville—foxy Jack—who acts as Kramer's trainer, had quietly let it be known that Kramer was in the sulks—that perhaps the champion might not make as good a showing as might be possible under ordinary circumstances. It was enough. The boobs fell all over themselves trying to place money on Clarke. After the race was over Neville—yes, foxy Neville—who knows how to heat his irons as well as any chink laundryman, was observed "setting them up" at Pat Walsh's.

The team match race between Kramer and Fenn on the one side, and Clarke and Fogler on the other, was satisfactory and unsatisfactory at the same time, if such a condition can be possible. To begin with Fogler punctured in all three heats, which was not his fault, but which necessitated restarts. In the first heat Fogler sat up after Fenn came through on the pole, which he should not have done, but which the referee overlooked. Kramer went on and defeated Clarke by a length, although the latter gave him a highly interesting battle down the stretch.

In the second heat Fogler allowed Fenn to get Kramer in front at the bell for the last lap. Before this Fogler had butted Kramer off Fenn's wheel. The latter gave him a little punch in the ribs, and Fogler laughed, for that was what he was after—Kramer's "goat." As stated, Fogler let Kramer get the lead a lap from the finish and with Clarke behind Kramer there didn't seem to be a chance in the world for the little Australian. The dope was all wrong, however, for just as everyone was conceding the victory to Kramer, Clarke did a very wonderful thing. He jumped and went around Kramer, which is something that probably not more than two bicycle riders in the world can do. The champion was surprised and it took all the riding out of him, Clarke winning by a good margin.

In the third heat Fenn thought he would do a little rough riding and he tried it on Clarke. The latter is beginning to learn the

ways of American bicycle riders and he did not budge. The result was that Fenn took a fall and got a skinned elbow. Kramer also thought to give Fogler a butting but the latter shoved him down the banking. When the race finally was on in earnest Fogler let Clarke go a lap and a half in front, with Kramer on his wheel. Going down the backstretch Clarke appeared to have the better of it, as it looked as though Kramer was tiring. But you never can tell about Kramer, for he dishes up some surprises frequently. In the last few yards he crawled up slowly, but just enough to get Clarke by a few inches on the tape.

With the match race disposed of, the next best article on the bill was the three miles handicap for professionals, in which Alfred Halstead made a great ride—one of the kind that Kramer often makes. From fourth place at the bell Halstead let out a sprint that carried him across the tape nearly three lengths ahead of West, the second man. Another pretty finish was the mile open when John Bedell and Fred West fought it out like champions. It was hard to tell who won, it was so close, but the judges gave it to Bedell by an eyelash. Norman Anderson came through ahead in the mile invitation, by defeating Menus Bedell.

With Percy Lawrence absent the National Turnverein Wheelmen had easy picking. Jacob Magin won the five miles open, with Ernest Jokus, a club mate, in second position, while in the half mile handicap, John Brennan and Louis Owens, both Turner men, finished, respectively, first and second. The summaries:

One mile scratch, professional—Won by John Bedell, Newark; second, Fred G. West, San Francisco; third, Floyd Krebs, Newark; fourth, Charles H. Stein, Brooklyn. Time, 2:31.

One-half mile handicap, amateur—Won by John Brennan, N. T. V. W. (55); second, Louis Owens, N. T. V. W. (55); third, Michael Ferrari, Bay View W. (45). Time, 0:58½.

One mile invitation, professional—Won by Norman M. Anderson, Denmark; second, Menus Bedell, Newark; third, W. L. Mitten, Davenport, Iowa; fourth, Edward Rupprecht, Newark; fifth, Alfred Halstead, Sacramento. Time, 2:15.

Five miles scratch, amateur—Won by Jacob Magin, N. T. V. W.; second Ernest Jokus, N. T. V. W.; third, Maurice Van den Dries, New York; fourth, Jerome Steinert, Roy W. Time, 11:13½.

One mile match, professional, between W. S. Fenn and Frank L. Kramer, and Joe Fogler and A. J. Clarke. First heat won by Kramer. Second heat won by Clarke. Time, 3:15½. Third heat and match won by Kramer. Time 3:07½.

Three miles handicap, professional—Won by Alfred Halstead, Sacramento (165); second, Fred G. West, San Francisco (190); third, Peter Drobach, Boston (165); fourth, Norman M. Anderson, Denmark (125); fifth, Edward Rupprecht, Newark (215). Time, 6:17½.

PROGRAM FOR F. A. M. MEET

Big Card of Events for the New Indianapolis Motor Speedway—Rules and Itinerary for the Endurance Run.

The program for the F. A. M. annual meet at Indianapolis, August 12-14, now practically is completed and except for perfecting details, the Indiana Motorcycle Club, which will be the host of the occasion, is ready to extend the glad hand to the visiting motorcyclists and others whom the meet may attract to their city.

To all intents and purposes the meet will begin Wednesday evening, August 11th, when the endurance contest from Cleveland finishes at Indianapolis, but the first formal event on the program will occur Thursday forenoon, when an economy test on the big Indianapolis Motor Speedway will be held; it will be the greatest competitive event of any sort to be held on that big two miles track.

Friday morning at the Board of Trade parlors will be held the annual business meeting and election of the F. A. M. In the afternoon the first of the national championship races will be held on the Speedway. Friday evening will be devoted to a smoker at Avondale, a pleasure resort. Saturday morning will be given to sight-seeing, and in the afternoon the racing program on the speedway will be completed. The events to be decided are as follows:

August 13—Five miles handicap, limited to private owners. One mile, F. A. M. national championship. Five miles handicap, limited to the members of Indiana Motorcycle Club. Ten miles F. A. M. national championship. Five miles for machines not exceeding 55 cubic inches piston displacement without auxiliary exhaust ports. Ten miles professional. Five miles open handicap. Twenty-five miles, open for machines 30.50 inches piston.

August 14.—Two and one-half miles handicap, limited to private owners. Five miles national championship. One mile time trials, flying start. Ten miles handicap. Five miles professional. Ten miles, open to machines not exceeding 30.50 cubic inches piston displacement. One hour F. A. M. championship.

Three prizes will be awarded in each event; those for the championships will be, of course, medals struck from the official F. A. M. die. The cash awards in the professional events will be \$50, \$30 and \$20. The entry fee is \$1 for each amateur event; \$2 for each professional event. H. A. Githens, Box 126, Indianapolis, who is chairman of the race committee, is receiving the entries.

The rules for the national endurance contest, which leaves Cleveland, Tuesday, August 10th, incorporate some features not included in the original intentions. A hill climb will after all be included in the run,

and a departure will be the sealing of cylinders, battery boxes and magnetos, penalties for breaking which will result in losses of 100 points for the cylinder seal and 25 points for the battery or magneto seals. Any seals broken the first day will be resealed at the night control at Columbus. Other penalties will be as follows: One point for each minute late not in excess of 30 minutes, and two points for each minute thereafter, while 30 minutes ahead of schedule shall entail disqualification. In the hill climb the penalizations will be 25 and 10 points, respectively, for any rider of a single cylinder machine who dismounts or touches his feet to the ground, or who pedals. Riders of multicylinder machines will be penalized 50 and 25 points for the same offenses.



GOOD GOING ON ENDURANCE RUN COURSE

Gold medals will be awarded for perfect scores in both the private owner and trade rider classes; silver medals to riders in each class finishing with a score of not less than 900 points, and bronze medals to those who finish within two hours of schedule time each day. All the medals will be denominated "honor medals," while their value will depend upon the number won and the funds at the disposal of the committee.

The itinerary for the first day is from Cleveland to Columbus, Ohio, 173.7 miles, the checking stations denoted by white flags being located at Wooster and Newark, and the noon control, signified by a blue flag, at Coshocton. On Wednesday, August 11th, the route will be from Columbus to Indianapolis, with checking stations at Dayton, Ind. The day's mileage will be 183.3, making a total of 362 miles. The running schedule and arrival at checking stations and controls will be based on an average of 15 miles an hour from Cleveland to Coshocton, 17 miles per hour from Coshocton to Columbus, and 19 miles an hour from the latter city to Indianapolis, five minutes allowance, fast or slow, being granted for variation of watches.

Entries will close on August 5th, with the chairman, G. H. Hamilton, Box 126, Indianapolis, at the regular fee of \$5 per person; after that date, any entry which may be accepted will be \$7.50.

BELL NEARLY THE WHOLE SHOW

He Captures Four Events at Omaha's Mixed Meet—Dewey and Rosenberg Among the Winners.

W. Bell, riding a Harley-Davidson motorcycle, was almost the whole show at the mixed meet held at Courtland Beach, near Omaha, Neb., Sunday last, 18th inst. Of the six motorcycle events on the program Bell entered four and won all of them, not a bad afternoon's work.

Bell's "killing" was a popular one for several reasons. To begin with he is very popular and so quiet and unassuming that he has never been heard to boast of his prowess. Then he is a new competitor.

Considering the fact that it had rained Saturday night and left the half mile track quite heavy the times made in the several events were excellent. Particularly is this true of the ten miles team match race between the Omaha Bicycle Co. and the Nebraska Cycle Co.

W. E. Dewey, Indian, who was one of Bell's team mates in the match race, was a consistent runner-up, and also won the three miles for chain drive machines from $2\frac{3}{4}$ to $3\frac{1}{2}$ horsepower. C. Rosenberg, Indian, accounted for five miles for private owners. The summaries:

One-quarter mile bicycle, boys under 14 years—Won by Flescher; second, Kaline; third, Lovelady.

Three miles motorcycle, chain drive, $2\frac{3}{4}$ to $3\frac{1}{2}$ horsepower—Won by W. E. Dewey, Indian; second, C. Rosenberg, Indian; third, C. Mickle, Thor. Time, 4:26.

Five miles motorcycle, belt drive—Won by W. Bell, Harley-Davidson; second, R. Bates, Excelsior; third, Kin Kenny, Excelsior; fourth, Flescher, Merkel. Time, 6:47.

One mile bicycle, boys under 18 years—Won by V. Flescher; second, P. Halterman; third, A. Higland.

Five miles motorcycle, single cylinder—Won by W. Bell, Harley-Davidson; second, W. E. Dewey, Indian; third, R. Bates Excelsior; fourth, T. Berchal, Thor. Time, 6:45.

One mile bicycle, open—Won by G. Delaney; second, V. Flescher; third, F. Boyd.

Five miles motorcycle, private owners—Won by C. Rosenberg, Indian; second, A. Westerguard, Merkel. Time, 7:14 $\frac{3}{4}$.

Five miles motorcycle, twin cylinder—Won by W. Bell, Indian; second, W. E. Dewey, Indian; third, L. Lytle, Indian. Time, 6:35.

Ten miles dealers' team match between Omaha Bicycle Co. and Nebraska Cycle Co.—Won by W. Bell, O. B., Harley-Davidson; second, W. E. Dewey, O. B., Indian; third, C. Rosenberg, O. B., Indian; fourth, C. Cickle, N. C., Thor; fifth, R. Bates, R-S. Time, 13:31. Omaha Bicycle Co., 45 points; Nebraska Cycle Co., 20 points.

CARMEN AGAIN PROVES HIS METTLE

Long Islander Captures Another Championship and Trounces Lawrence—Clarke Defeats Kramer.

When Clarence Carmen won the one mile American amateur championship on July 7th by defeating not only Jerome Steinert and Jacob Magin, but no less a brilliant performer than Percy O. Lawrence, of San Francisco, the Pacific Coast flier who was brought East by Manager J. M. Chapman for the express purpose of adding to the gate receipts and winning the national title and thereby making him a desirable candidate for the six days race, a great many persons were inclined to belittle the national Athletic Club rider, whose amateurism, according to reports, is of the same peculiar brand as Lawrence's.

"Oh, it was a fluke," they said. "Percy used bad judgment. Just wait until the next championship, and he'll make Carmen feel like a sick monkey."

Jamaica, Long Island, wore a large and beaming smile on Thursday. Young Carmen inwardly chuckled. Sick monkeys do not chuckle. Young Mr. Lawrence, on the other hand, applied iced towels to his fevered brow. He had a headache. In fact, he felt very much like a sick monkey. The night before, Wednesday, July 21, to be exact, the aforementioned Carmen had trounced him in the half mile championship. John M. Chapman, the manager of the Newark Velodrome, also felt slightly indisposed, when he thought of the car-fare spent to bring Lawrence from San Francisco to New York. He might have saved it and bought cigars.

It was a fair and square race. No fluke about Carmen's victory. No chance to say that Lawrence used poor judgment. The Long Islander won by speed alone. Lawrence lost because he did not have as wonderful a sprint as Carmen, that's all. Carmen's successive victories make him loom very large as the probable amateur champion, his win Wednesday night giving him 10 points, as against 4 points for Lawrence. There yet remain to be decided the $\frac{1}{4}$, $\frac{1}{2}$, 2 and 5 miles distances, with 5, 3, 2 and 1 points to each of the first four riders in each race.

Carmen certainly used headwork in the half mile race Wednesday night. He came very near getting pocketed in his semi-final heat, but by clever work qualified for the final along with Lawrence, Jokus and Henry Vanden Dries. Carmen took the lead at the start but was pocketed in the second lap, Henry Van den Dries obligingly held up long enough for Carmen to come through. Lawrence hung back until the bell, then sprinted up. He got to Carmen's pedal, but could not go around, and all through the last lap the two tussled. Carmen reserved a final kick for the home stretch and sailed

in a winner by three-quarters of a length. Jokus got third and Van den Dries fourth. Magin unexpectedly was shut out in his semi-final heat.

Carmen's victory in the championship was not the only surprise of the meet. It was full of them and not the least interesting was the defeat of Kramer by Clarke in the one mile professional scratch. Joe Fogler just nosed out John Bedell in the first heat, and Clarke ran away from the others and finished two lengths ahead of Anderson in the second heat. Root by a pretty sprint won from Halstead in the third heat, Fenn having to retire with a bad tire. In the fourth heat Kramer had no trouble in out-sprinting Krebs. In the first semi-final Clarke, Fogler, Anderson and Bedell were lined up, and when they got under way all tried to make Fogler set the pace. In his efforts to avoid this Anderson led around the track, up and down, with the others following, like the wriggle of an eel. On the last lap Anderson jumped and rode like a streak, with the others in wild pursuit. Clarke was the only one able to overhaul the Dane and he did it with a vengeance. In the second semi-final heat Root, after going one lap, was compelled to retire. This left but Halstead, Krebs and Karmar. Using his head Halstead saw his chance to get into the final by being the third man in the fastest heat and he unwound at a good clip. When it came to the final sprint he was all in, but he had accomplished his desire. Kramer beat Krebs easily.

Then came the final heat, a race that will be remembered a long time by those fortunate enough to see it. Halstead start-off first with Kramer second, Clarke on his wheel, and Krebs and Anderson last. They continued in this position for four laps when Anderson came up from the rear and jumped. Kramer tacked on, thus pocketing Clarke. The little Australian was not to be caught napping, however, so dropping back, he came up around Kramer and Anderson with a wonderful burst of speed. Before they knew what had happened Clarke had two lengths on them. And then what a merry chase. All but Kramer appeared foolish. He doubled up over his handle bars and sprinted as never before in his life. Inch by inch he crept up and when the homestretch was reached he had regained a length. Clarke began to falter, but the distance was short and he finished a foot to the good. It was a great race and the crowd gave Clarke the applause he deserved.

To continue along the line of surprises another such race was the 20 miles motor-paced match between "Bulldog" Moran and Elmer Collins, and that duel of speed placed motor paced racing higher in the estimation of Newark's "fans" than it has been. It was the best paced race ever seen at Newark. Moran got an advantage of 20 yards at the start. He seemed to appreciate the fact that he had the lead and fought every effort of Collins to pass. Up

to 15 miles it was anybody's race. Here Collins threw off his headgear and Turville, his pacemaker, started him on a do or die sprint. Moran, who seemed to get fresher every minute, also increased his speed. The going was so fast that Collins lost his pace on one of the turns and Schultz, who was pacing Moran, saw the opportunity to take Moran on a glorious tear. Moran's jabbing was so ferocious that by the time Collins regained his pace he was two laps to the bad. The distance was covered in 28 minutes 35 $\frac{3}{4}$ seconds, which is very fast for the Newark saucer.

John B. Hawkins, of the Century Road Club Association, with a handicap of 150 yards, won the three miles amateur handicap. The backmarkers let Carmen do the pacing and he carried them along until the last lap, then dropped out. Magin and Lawrence seemed to be asleep and when they started their sprint it was too late. Hawkins won by a foot, while Magin pulled away from Lawrence a length. The summaries:

One-half mile national championship, amateur—Won by Clarence Carmen, National A. C.; second, Percy O. Lawrence, Roy W.; third, Ernest Jokus, N. T. V. W.; fourth, Henry Van den Dries, New York City. Time, 1:04.

One mile scratch, professional—Won by A. J. Clarke, Australia; second, Frank L. Kramer, East Orange; third, Floyd Krebs, Newark; fourth, Norman M. Anderson, Denmark; fifth, Alfred Halstead, Sacramento. Time, 2:03.

Three miles handicap, amateur—Won by John B. Hawkins, C. R. C. A. (150); second, Jacob Magin, N. S. V. W. (scratch); third, Percy O. Lawrence, Roy W. (scratch); fourth, E. J. Hollister, Salt Lake City (240). Time, 6:25.

Twenty miles motor paced match, professional—Won by James F. Moran, Chelsea; second, Elmer L. Collins, Lynn. Time, 28:35 $\frac{3}{4}$.

Unregistered Motorists as Trespassers.

Although it was framed in connection with an automobile damage suit, the recent decision of the Supreme Court of Massachusetts to the effect that motor vehicles which are not properly registered, technically are trespassers upon the highway, is of particular interest to motorcyclists. The opinion served to release the Northampton Street Railway Co. from liability in a \$10,000 damage suit, which had been brought against it by a Bridgeport (Conn.) motorist whose machine had been injured in a collision with a trolley car. The case was lost because it was proved that the plaintiff had overstayed the time allotted by law to non-residents without local registration. The precedent, which is likely to be followed by other states, removes from the non-residents who fail to comply with the law any possibility of redress in case of their suffering by accident from any cause whatever, and also leaves them without defense if charged with causing accident.

LAWSON AND DOWNING FINISH EVEN

**Most Exciting Race of the Season at Salt Lake—Humor in a Strenuous Pursuit
—Wright Makes a Cleanup.**

Salt Lake City, July 14—While no records were broken, last night's meet at the Salt Palace saucer track provided as much excitement and thrills as any meet that has taken place there this season. Ray Duer, the 10 miles motor paced record holder, made his debut in a five miles exhibition and although he covered the 40 laps in 6:52½ he showed that he plainly was not accustomed to the track. Devonovitch made a hit in the team pursuit for the burlesquers, which event developed into a gruelling contest, while the quarter mile scratch for professionals was the most exciting race of the year, H. K. Downing and W. E. Samuelson riding a dead heat for first money. In the handicap, Iver Lawson trounced Gordon Walker. Phil Wright felt right and grabbed both amateur events.

The feature race was the quarter mile scratch and Iver Lawson ruled the favorite; in fact, no one considered that Downing had a chance. The former San Jose prune merchant had a good noddle and a good kick with him, however. He got away in the lead and jockeyed along in front until he got going. At the finish Samuelson developed a terrific sprint and the pair touched the tape simultaneously. The judges decided a dead heat and Downing and Samuelson divided first money. Pye, Walker and Lawson finished in the order named.

The two miles professional handicap, with a dollar to the leader of each lap, proved one of the fastest races ever held on the local saucer. With a field of nearly twenty riders, it was a fight all the way. Devonovitch had the limit of 135 yards and collected \$4 right off the reel. Bardgett and Pye got the back markers up to the rear of the field and when Hehir and Nesbitt started for the front, Lawson and Walker followed. Without slacking speed for an instant Lawson continued, with Walker hanging on. Two laps from the finish they got around the bunch and then began the sprint for home. Walker tried hard to pass Lawson, but the latter had the advantage of the pole and won with Walker's wheel at his crank hanger. Nesbitt finished in third place and Schnell followed him into fourth. Time, 3:42½.

Heagren's three-cornered unlimited team pursuit between Crebs and Morgan, Devonovitch and Senhouse, and Wells and Mackay was rich with humor. The first-named team was put out first by Mackay, who left his partner alone to go after Senhouse and Devonovitch. Devonovitch finally made up his mind to drop out, but when he saw Wells coming along to pass the bearded Russian took a new lease on life and began a sprint. Amid deafening applause

Devonovitch dropped Wells. The latter came up time and again and attempted to go around Devonovitch. The pair continued in this manner until Senhouse had almost caught them. Both finally went all in and rode along side each other until Wells, with a dying spurt, tagged the Russian. Senhouse came along and expected to pass Wells easily, but to the surprise of everyone Wells continued an all-in-grind and then Senhouse blew up. It was a great race, but both Wells and Senhouse had to be lifted from their bicycles when the latter finally passed Senhouse.

Phil Wright was in his element last night and cleaned up in both the three miles handicap, which he won from scratch, by defeating Fred McCarthy, of Canada, and the two miles scratch. In the latter event Hume finished second, with McCormack third and McCarthy fourth. The summaries:

Three miles handicap, amateur—Won by Phil Wright (scratch); second, Fred McCarthy (75); third, Rodney Diefenbacher (30); fourth L. Thomas (25). Time, 6:13½.

Unlimited team pursuit, professional—Won by Wells and Mackay; second, Senhouse and Devonovitch; third, Morgan and Crebs. Distance, 5 miles 2 laps 110 yards. Time, 11:45.

One-quarter mile scratch, professional—Dead heat between W. E. Samuelson, Salt Lake City, and Hardy K. Downing, San Jose; third, Ernest A. Pye, Australia; fourth, J. Gordon Walker, Australia; fifth, Iver Lawson, Salt Lake City. Time, 0:29½.

Two miles scratch, amateur—Won by Phil Wright; second, J. B. Hume; third, Hal McCormack; fourth, Fred McCarthy. Time, 4:03½.

Two miles handicap, professional—Won by Iver Lawson, Salt Lake City (scratch); second, J. Gordon Walker, Australia (scratch); third, Herbert Nesbitt, Australia (40); fourth, Frank Schnell, Salt Lake City (110). Time, 3:42½.

Five miles motor paced against time—By Ray Duer, Buffalo. Time, 6:52½.

How British Justice Serves "Ringers."

In England last week an important prosecution took place at the instance of the National Cyclists Union, which is of interest to American promoters and sportsmen, as instances of the sort have not been unknown in this country. It develops that a rider named Charles William Fell, of Nottingham, was charged with obtaining under false pretenses at the Goole sports on Easter Monday a prize valued at £4. It seems that Fell had previously won prizes at other meets, but at Goole entered under an assumed name, and stated that he had never competed before. As a result he was allotted a big start and won, after which the fraud was discovered and the law invoked. In fining Fell £6 6s the magistrate reprimanded him severely, and said that only the magnanimity of the Union saved him from the more severe penalty of being sent to prison.

WHITTAKER'S AMBITION GRATIFIED

The "Wobbling Wizard" at Last Trounces Samuelson—Big Crowd Sees Good Sport on Salt Palace Saucer.

Salt Lake City, July 15.—After having frowned for the past two years on his efforts to defeat T. M. Samuelson, capricious Dame Fortune smiled upon Fred E. Whittler last night at the Salt Palace saucer, and as a result Samuelson was decisively defeated by the former "wobbling wizard."

The race was the most exciting motorcycle contest that ever has taken place in Salt Lake City, and it was surprising as well. Heretofore the "fans" have regarded Whittler much in the light of a "filler-in"; in other words, to give Samuelson a chance to show the speed of his machine and the excellence of his riding. Last night Whittler came into his own in no mistakable manner. Samuelson was licked to a whisper, and that is all there was to it.

At the crack of the gun the pair were going at a 1:10 clip with Whittler in the lead about 50 feet. Whittler let the machine out to the limit and Samuelson did likewise, coming up from behind in an effort to pass. Whittler heard him coming and turned on more "juice." A pretty race ensued. Samuelson got even with Whittler and for lap after lap they raced around the steep banks at express train speed, the two machines apparently glued to each other. Then Samuelson lost his nerve. His machine wobbled a bit and the spectators in the lower seats began to climb out and seek safer vantage points. The race ended right there. Samuelson slowed and was content to trail Whittler after that.

Taken as a whole the meet was very successful and the crowd was big, although there had been racing the previous evening. The meet was arranged as a feature of the street car men's outing, and all the riders seemed bent on making real races. In the two miles scratch "Jumbo" Wells turned on the current and blasted the hopes of the lap chasers by taking nine of the special prizes in succession. Bardgett took Walker to the front at six laps to go and he and Lawson had a great finish, the latter winning by a narrow margin. The time—3:43½—was announced as a world's record, but the record for two miles is 3:41, made in a handicap. In the handicap Palmer did the donkey work for Samuelson and Hehir, who finished in that order. Walker was third and Hopper fourth. In an unlimited match pursuit that lasted over two miles Saxon Williams, of Buffalo, defeated Herbert Nesbitt, of Australia.

"Kingpin" Phil Wright did his usual cleanup stunt and won both amateur races. Diefenbacher finished second in the half mile scratch, and McCarthy occupied a like position in the three miles scratch with lap money. The summaries:

Unlimited match pursuit, professional—Won by Saxon Williams, Buffalo; second, Herbert Nesbitt, Australia. Distance, 2 miles 6 laps 160 yards. Time, 5:32.

One-half mile scratch, amateur—Won by Phil Wright; second, Rodney Diefenbacher; third, A. Taylor; fourth, Fred McCarthy. Time, 1:00.

Three-quarters mile handicap, professional—Won by W. E. Samuelson, Salt Lake City (20); second, Patrick Hehir, Australia (20); third, J. Gordon Walker, Australia (scratch); fourth, Norman C. Hopper, Minneapolis (40). Time, 1:21 $\frac{3}{4}$.

Three miles scratch, amateur—Won by Phil Wright; second, Fred McCarthy; third, L. Thomas; fourth, John Oberg. Time, 6:12. Hal McCormack finished second, but was disqualified for fouling McCarthy.

Two miles scratch, professional—Won by Iver Lawson, Salt Lake City; second, J. Gordon Walker, Australia; third, W. E. Samuelson, Salt Lake City; fourth, Hardy K. Downing, San Jose. Time, 3:43 $\frac{3}{4}$.

Five miles motorcycle, professional—Won by Fred Whittler; second, T. M. Samuelson. Time, 6:10.

Young Barnett Wins in a Runaway.

Matthew Barnett, a younger brother of the well known president of the Empire City Wheelmen, of Brooklyn, dished up a real surprise to the members of that organization on Sunday morning last, 18th inst., when he won the 10 miles handicap road race held over a three laps course in Brooklyn. The race was the most successful club affair yet arranged by the Empire City Wheelmen and had an attractive list of prizes, headed by three gold watches of equal value. Twenty-eight riders started, but not all of them finished, because of the high wind that blew across the course.

Barnett rode an excellent race from the 3 minutes mark. He got away at the start and was never caught. Frank Mohrman and "Wee Willie" Rhodes, from 2 minutes, finished respectively, second and third. Harold F. Messimer, with an allowance of 1 minute, was fourth. John Becht, Franklin Fisher and Stanley Carmen comprised the honor markers. Fisher admits that he is on the toboggan. After riding brilliantly all season he popped out with a loud report at 8 miles. Becht also quit, leaving Carmen all alone. The latter rode all in, but could not overhaul the long markers, finishing fifth. Peter Sorenson, 45 seconds, was sixth.

Motorcycle Races for County Fair.

A sign of the times from the Hoosier State is that the Shelby County Fair Association has come to the conclusion that motorcycle races are so popular that it is no more than proper that it should be the first fair to go on record with a "Motorcycle Day." The fair will open at Shelbyville, Ind., Tuesday, August 31st, and that day will be given over to motorcycle racing, the prizes in each event being silver cups.

MANY SURPRISES AT SALT LAKE

Mayer Breaks an Amateur World's Record and Walker Defeats Lawson—Samuelson Wins a Sensational Race.

Salt Lake City, July 17.—It was a night of surprises at the Salt Palace saucer track last evening, and all the favorites appeared to be riding under a hoodoo sign. The meet resulted in a new world's amateur competition record for five miles, Ed. Mayer furnishing one of the surprises by defeating Wright, and another by covering the distance in 10:23 $\frac{3}{4}$. The former record was made by Hal McCormack one day less than a year ago and stood at 10:31. Gordon Walker sprang another surprise by defeating Iver Lawson in two straight heats in their match, and Samuelson created a small-sized sensation by defeating both Lawson and Walker in the three miles scratch. Another surprise was to see Phil Wright finish fourth in the quarter mile for amateurs. Truly it was a night of all-around wonderment.

The Lawson-Walker match, a la francaise, was the first race to be decided, and the first heat was at one-half mile. Walker forced Lawson to lead off, and the former world's champion gradually worked himself high on the banking, Walker following. At 1 $\frac{1}{2}$ laps to go Walker surprised Lawson by a jump and opened a gap that it was impossible for Lawson to close. In the second heat, at three-quarters of a mile, Burris paced, Walker getting his rear wheel. Walker rode a heady race and by unwinding gradually he worked up such a speed that when it came time for Lawson to jump the latter could not do it, try as he might. Walker won by three feet.

Because of \$5 half mile prizes the three miles scratch turned out to be a jumping match. Crebs led at the first half, and Williams got the next \$5 bill, the third going to Downing. Schnell got the prize at two miles and Pye took the last. Samuelson was not figured on to win as the combinations of Pye and Lawson and Bardgett and Walker were well oiled and working smoothly. At two laps to go Lawson was in front and just beginning to work one of his famous long drawn out sprints when Samuelson went by like a flash. Lawson was caught sleeping and he had to content himself with beating Hehir for second money, Walker getting fourth.

The five miles amateur race in which the world's record was knocked sky high was one of the banner events of the week. The lap money kept the field going all the time and there were frequent attempts at lap stealing. After the bunch settled for the finish it looked a sure thing for Wright, and Hume and McCarthy skirmished for his rear wheel. Just then little Mayer made a dive from fifth position and opened a gap that Wright could not close. He won by

three lengths in 10:23 $\frac{3}{4}$, breaking the old record by 7 $\frac{3}{4}$ seconds.

The back markers never had a chance to win the half mile handicap and the race went to Frank Schnell from 70 yards, with Steve Senhouse, 65 yards, second, and W. Palmer, 55 yards, third. Hehir made a splendid ride from 20 yards and managed to nose out Crebs for fourth money.

Another feature of the meet was the fast ride by Ray Duer in his two miles exhibition. Duer is getting accustomed to the sharp turns of the local saucer and his riding last night was quite an improvement over his demonstration a few nights ago. His time for the first mile was 1:18 and did not vary a fraction of a second in the next eight laps, making his total time 2:36, which is the fastest ride that has been accomplished on the Salt Palace saucer, Walthour having held the old record at 2:37 $\frac{3}{4}$. The summaries:

Professional match between Iver Lawson, Salt Lake City and J. Gordon Walker, Australia—First heat ($\frac{1}{2}$ mile) won by Walker. Time, 1:29 $\frac{3}{4}$. Second heat ($\frac{3}{4}$ mile), and match, won by Walker. Time, 1:30 $\frac{3}{4}$.

One-quarter mile scratch, amateur—Won by Rodney Diefenbacher; second, L. Thomas; third, Ed. Mayer; fourth, Phil Wright. Time, 0:29 $\frac{3}{4}$.

One mile handicap, professional—Won by Frank Schnell, Salt Lake City (70); second, Steve Senhouse, Australia (60); third, W. Palmer, Australia (55); fourth, Patrick Hehir, Australia (20). Time, 1:47.

Five miles scratch, amateur—Won by Ed. Mayer; second, Phil Wright; third, J. B. Hume; fourth, Fred McCarthy. Time, 10:23 $\frac{3}{4}$ (world's record).

Three miles scratch, professional—Won by W. E. Samuelson, Salt Lake City; second, Patrick Hehir, Australia; fourth, J. Gordon Walker, Australia. Time, 5:52 $\frac{3}{4}$.

Two miles motor paced, against time—By Ray Duer, Buffalo. Time, 2:36.

Fast Time in Colorado Road Race.

John Adams won the 29 miles road race held between Fort Collins and Loveland, Col., on the 15th inst., covering the distance in 1 hour 26 minutes 30 seconds, the best time that has ever been made over the same course. There was only one accident, Walter Christensen getting a fall two miles from the finish. Although shaken up rather badly he remounted and finished on a flat tire, coming in second. Nine riders survived the grind, as follows:

1, John Adams, 1:26:30; 2, Walter Christensen, 1:27:37; 3, Elzie Wiley, 1:29:05; 4, Orville Ballinger, 1:29:18; 5, Arthur Mason, Chris Christensen, 1:31:33; 8, Fred Wiley, 1:39:02; 9, N. I. Stewart, 1:39:40.

Butler Captures a German Prize.

There seems to be no holding back the American veteran, Nat Butler. At Munster, Germany, on July 11th, he won the Grosser Preiss of Munsterland, a one hour paced affair. Roesenlocher finished second and Nettlebeck third.

COLLINS RIDES A GREAT RACE

He Covers Nearly Forty Miles in One Hour at Clifton—Jones in Professional Debut Defeats McPartland.

In one of the greatest paced races held in America this season, Elmer L. Collins, of Lynn, Mass., last Sunday afternoon, 18th inst., at the Clifton (N. J.) Stadium, gave further demonstration of his calibre as a rider behind motors by winning the second one hour brassard race. To win Collins had to cover nearly 40 miles in the 60 minutes of riding and defeat James F. Moran, of Chelsea, Mass., E. F. Root, of Melrose, Mass., and Charles Vanoni, the Italian pace-follower.

A cloudy sky, which threatened to assume the role of a sprinkler, but which mercifully withheld the downpour until after the races, kept the attendance down to about 3,000 persons, but those who did attend were rewarded by a thrilling sight in the first few miles of the race as the four riders and their pace makers whirled around the six laps saucer at express train speed. Collins was paced by Charles Turville, Moran by Carl Ruden, Root by James Hunter, and Vanoni by Bob Schultz.

Vanoni got the best start with Root second, Collins third and Moran last. The riders kept pretty well bunched for the first three miles, during which Root made several ineffectual attempts to pass Vanoni, who was setting a record-breaking pace. At 4½ miles Collins developed some speed and passed Root, who had been forced back by Vanoni. At five miles the order was Vanoni, Collins, Root and Moran.

In the 6th mile, "Bulldog" Moran called to Ruden for more pace, and in a sprint that brought the spectators to their feet he went around first Root and then Collins. Not content with passing these two men, the Chelsea rider kept on sprinting and after going like the wind for nearly two miles he succeeded in getting around Vanoni and into the lead. At the same time Collins began to pick up speed and after some pretty riding passed Vanoni, the sprint being so fast that the Italian lost his pace and allowed Root to pass.

Three laps after the 9th mile Collins made another great sprint and passed Moran, Vanoni getting lapped by the Lynn rider at 10 miles. This was the first time in the history of the Clifton Stadium that a race has lasted 10 miles without some rider getting lapped, so it easily can be seen that the spectators were kept on edge all the while. One lap after Collins lapped Vanoni, Moran put one over on the Italian, as did Root a little later.

Shortly after the 11th mile Root came up and attacked Moran, but had to drop back as Collins lapped Vanoni the second time. Root's roller slipped out of the fastening at that moment and he lost 5 laps while

Hunter transferred himself to a spare pacing machine. Collins and Moran both lapped Vanoni for the third time in the 15th mile. Misfortune overtook Moran at 16½ miles, when the short chain on his pacing machine broke. He was back in the ring again, but not until Collins had covered some valuable distance. At 25 miles Collins led Moran by one lap, Vanoni was third and Root last.

From 25 miles until the race ended there was no change in the position of the men. Collins rode splendidly in front at an even pace. Once or twice Moran gave him a fight but could not make up any distance and the race ended when Collins had covered 39 miles 2 laps. Moran's distance was 38 miles 1 lap, Vanoni covered 37 miles 4 laps and when the gun sounded at 60 minutes Root had accomplished 35 miles 5 laps.

The handicaps conceded to some of the riders in the half mile for shamateurs proved too great for the low markers. Clarence Carmen, 15 yards, was the only rider to qualify for the final and he did not have a chance, the race going to Victor Anderson, 60 yards, in 56¾ seconds.

In the three miles with lap money there appeared to be an understanding between Percy Lawrence, Adam Beyerman and Clarence Carmen. Shortly before the finish this trio got away from the bunch and finished a half lap in front of the rest of the field. Carmen led at the bell and into the homestretch, but was passed in the last 20 yards by Lawrence, who won by three-quarters of a length. Beyerman was a length behind Carmen.

Fred Jones, one of last year's amateurs who were transferred to the professional class, and who made a persistent but ineffectual appeal for reinstatement, scented the uselessness of his appeal and voluntarily rode as a professional. Jones was given a very easy race as a starter. He met Hugh McPartland, of Boston, in an unlimited pursuit. Neither Jones nor McPartland rode fast enough to get up a perspiration, but the timers graciously announced the time as 4:50½ for the 2 miles ½ lap. It really took longer than that. The summaries:

One-half mile handicap, amateur—Won by Victor Anderson, New York (60); second, Michael Jounay, Nutley (30); third, T. Weiss, Paterson (75); fourth, E. J. Hollister, Salt Lake City (65). Time, 0:56¾.

Unlimited match pursuit, professional—Won by Fred Jones, Passaic; second, Hugh McPartland, Boston. Distance, 2½ miles. Time, 4:50¾.

Three miles scratch, amateur—Won by Percy O. Lawrence, Roy W.; second, Clarence Carmen, National A. C.; third, Adam Beyerman, Mohawk A. C.; fourth, Rend Hofkin, Paterson. Time, 6:28¾.

One hour motor paced brassard, professional—Won by Elmer L. Collins, Lynn, Mass., 39 1-3 miles; second, James F. Moran, Chelsea, Mass., 38 1-6 miles; third, Charles Vanoni, Italy; 37 2-3 miles; fourth, E. F. Root, Melrose, Mass., 35¾ miles.

CONNOLLY GETS THE DECISION

But Revere Beach Crowd Hisses His Victory Over Carmen—Drobach Wins a Hotly Contested Paced Race.

It often has been said that an outsider cannot go to Boston and win, and judging by the dish of questionable pottage that was handed to Clarence Carmen on Saturday night last, 17th inst., at the Revere Beach saucer, the remark frequently is justified. Carmen was matched against Tom Connolly, a local man.

The first heat of the match was a half mile sprint. A neck to neck race ensued, but in the last sixteenth Carmen went in the last sixteenth Carmen went ahead. He cut down on the pole when he was a length ahead of Connolly and the referee ordered the heat reridden. In the run-off Carmen got the decision by a half length.

The next heat was a mile pursuit, Connolly starting from the tape and Carmen from the backstretch. Connolly tired, though, in the last half and Carmen came on so fast that everyone hailed him as the victor. The judges thought Connolly had a shade the better of it at which decision the crowd hissed.

The last heat was made a half mile pursuit and for four laps the going was even. At the gun Carmen had a foot the better of the argument, but the judges made the remarkable decision that Connolly had won. The crowd was fair and hissed the decision while they gave Carmen a rousing ovation.

The 25 miles paced race between Peter Drobach, Fred Hill, J. Frank Galvin and Frank Cadwell, was one of the most exciting that has been witnessed at the Revere Beach saucer this season.

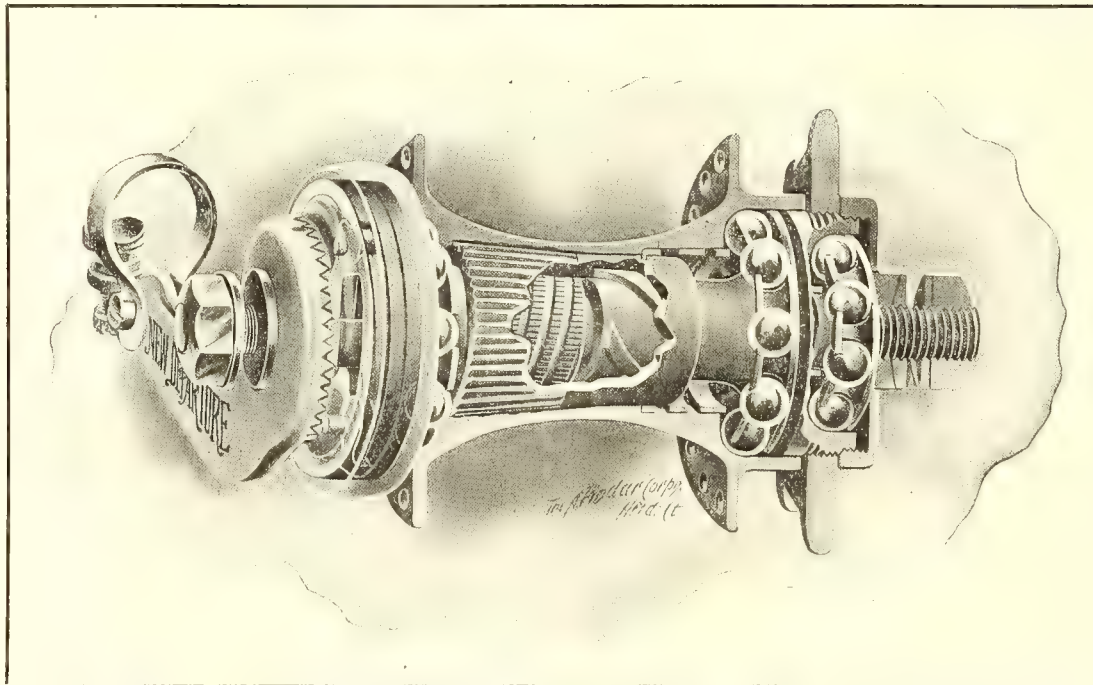
At five miles Drobach held the premier position, covering the distance in 7:52¾, with Galvin a close second, Hill third and Cadwell last. In the 10th mile Galvin tried to pass Drobach, Hill struggling along third and Hill last. In the last mile Galvin came up strong and after Drobach passed Hill for a lap, Galvin drew alongside, but Hill managed to defeat him by a half wheel for second place.

Match between Clarence Carmen, National A. C., and Tom Connolly, Everett, Mass.—First heat (½ mile sprint) won by Carmen. Time, 1:12¾. Second heat (1 mile pursuit), won by Connolly. Time, 1:09¾.

Twenty-five miles motor paced, professional—Won by Peter Drobach, South Boston; second, Fred Hill, Watertown, Mass.; third, J. Frank Galvin, New Milford, Conn. Time, 39:14¾. Also ran—Frank Cadwell, Hartford, Conn.

Five miles lap, amateur—Won by Cornelius Connolly; 116 points; second, F. O. Stillman, 87 points; third, A. Hayes, 50 points; fourth, Tom Panacy, 47 points. Time, 11:14¾.

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EXCITING RACES AT OLYMPIC PARK

New Jersey Motorcycle Club Enjoys Day of Gingery Sport—Sizzling Final Heat in Big Pursuit Event.

Instead of holding an open meet at the Olympic Park track, near Newark, N. J., last Saturday, 17th inst., the New Jersey Motorcycle Club restricted the events to members. The meet served as a preliminary to what is expected to prove a big open meet, and which will be held in August after the Federation of American Motorcyclists' forthcoming national meet at Indianapolis.

Although no outsiders competed at Olympic Park last Saturday afternoon there were sufficient fast machines owned by club members to make the racing gingery and several exciting finishes brought the fair-sized crowd to their feet.

The big feature of the day was the unlimited pursuit, for which so many entries were received that it was necessary to divide the contestants into heats. Five riders were started at equal distances around the track and were eliminated by the usual process until only two were left, this pair earning the right to start in the final heat. The first heat resulted in honors being divided between Watson Kluczek, Harley-Davidson, and Kenneth Moore, Excelsior. B. F. Howard, M-M, and H. Malcolm, Excelsior, qualified in the second heat.

The final heat was a sizzler. Three and one-half miles were ridden before Kluczek overhauled and passed Howard. A pretty duel then resulted between Moore and Malcolm, with honors about even until 5 miles, when Malcolm gained perceptibly, passing Moore at 7½ miles. Kluczek and Malcolm then settled down to fight it out. Mile after mile was reeled off with no perceptible gain by either of the riders, and it began to look as though darkness would come before the issue was decided. Then the "misfortunes of war" overtook Malcolm. His gasoline gave out and in a jiffy Kluczek went past a winner at 11 miles. The time was 28:42½.

The summaries:

Three miles open—Won by Henry Malcolm, 3½ Excelsior; second, Kenneth F. Moore, 3½ Excelsior; third, George Reichy, 3½ Yale. Time, 7:38.

Two miles open—First heat won by Howard O'Brien; second, George Reichy. Time, 3:12. Second heat won by Percy Drummond; second, George Stevens. Time, 3:37½. Third heat won by Carl Segelbach; second, B. F. Howard, 5 Indian. Time, 3:38½. Final heat won by Percy Drummond, 5 Indian; second, Howard O'Brien, 5 Indian; third, George Reichy, 5 Indian. Time, 3:9½.

Unlimited pursuit—First heat won by Kenneth Moore, 3½ Excelsior; second, Watson Kluczek, Harley-Davidson; dis-

tance, 3½ miles. Second heat won by B. F. Howard, Marsh-Metz; second, H. Malcolm, Excelsior; distance, 3 miles. Final heat won by Watson Kluczek, Harley-Davidson; second, H. Malcolm, 3½ Excelsior; third, K. Moore, 3½ Excelsior; distance, 11 miles. Time, 28:42½.

Three miles handicap—Won by Howard Hill (30), 5 Indian; second, Howard O'Brien (scratch), 5 Indian; third, George Reichy (20), 5 Indian. Time, 6:20½.

Five miles, singles—Won by Watson Kluczek, 4 Harley-Davidson; second, Kenneth Moore, 3½ Excelsior; third, W. Stevens, 3½ Yale. Time, 11:41½.

One mile match—First heat, standing start, won by Howard O'Brien, 5 Indian; second, Percy Drummond, 5 Indian. Time,



1:35. Second heat, flying start, won by O'Brien. Time, 1:03.

Walthour Rides Well at Brussels.

Discovering that the climate of Paris did not agree with him, Walthour moved his paraphernalia to Brussels on July 11. The change proved profitable for Walthour won three straight heats in the paced race. The first was at 20 kilometres, which the American covered in 18:04½, finishing 200 yards in front of Parent. In the second heat, at 30 kilometres, Walthour defeated Samson by 25 yards, the time being 25:54½. In the final heat, 50 kilometers, Walthour finished one lap ahead of Parent. The time was 45:55¾. In a 10 kilometres motorcycle race Andre defeated Gus Lawson.

Wray Pays a Penalty for Scorching.

W. H. Wray, Jr., the well known racing motorcyclist, who was arrested two weeks ago for causing an accident at Bristol, Conn., which resulted in a runaway and the injury of the driver of the horse, got off cheaply when his case was tried. He was fined \$5, which he promptly paid.

TRACK MONSTER CAUSES DISASTER

Flaming Machine Charges Crowd at a New Track in Berlin—Many Spectators Injured and Several Die.

What is the worst calamity that ever has attended a cycle race meet occurred in Berlin, Germany, on Sunday last, 18th inst. According to the various press dispatches, from eight to fourteen persons were killed, while more than a score more were injured.

The accident happened at the inaugural meeting of the new track that has been erected in the Zoological Gardens at which several thousand people were in attendance. The preliminary events had been disposed of and Contenet, Ryser, Stellbrink and Stol lined up for the long distance motor paced race. After a few laps, the tire of one of the pacing machines burst and the rider lost control of it. He was thrown off and the heavy motorcycle crashed into the barrier, breaking its gasoline tank and spilling its contents. In some way the fuel caught fire and as the motorcycle charged into the crowd the flames communicated to the flimsy dresses of some of the women spectators and a panic ensued.

It is stated that two women were instantly killed and their bodies burned to a crisp. The grandstand caught fire and in the wild stampede women and children were trampled under foot. All the injured persons were rushed to the hospital, where two men died as a result of injuries from the pacing machine, while later four more persons succumbed to the burns they received. Twenty persons also are reported to be seriously injured, among them Ryser, the racing man, while a dozen or more are slightly hurt.

The accident doubtless will result in a much needed reform in motor paced racing in Germany. After several fatalities in France, the Union Velocipedique de France insisted upon smaller machines and made the regulations such that excessive speed is not possible. Germany, however, persistently has refused to limit the size of the monster pacing engines, which really are small sized locomotives, though without the safety of running on fixed rails.

Secretary Murphy Suffers from a Fall.

Thomas J. Murphy, the secretary of the Empire City Wheelmen, of Brooklyn, is nursing a broken shoulder and several severe cuts and bruises as the result of some person's thoughtlessness. Murphy, in company with several club members, was riding along Twenty-second avenue, when he ran over a bicycle that some one had left lying at the roadside. Murphy turned a complete somersault and landed upon his head and shoulder, breaking the latter. After being given first aid treatment by some of his companions he was able to go home, but it will be some weeks before he will be able to ride again.

Bank Robber Escapes on a Bicycle.

In the melodrama and the dime novel it is always to the accompaniment of the hoof beats of their horses' feet that the bold, bad bank hold-up men make their escape after compelling the bank cashier to hand over the money at the point of a gun. Disrespectful of tradition, however, the robbers of today are prone to adopt more modern methods, and Everett, Wash., one day last week witnessed the exciting spectacle of a bandit making his "get-away" on a bicycle after having held up the assistant cashier of the Bank of Commerce and wounding the cashier. The robber, who is described as a young, smooth shaven individual, walked into the bank and thrust two revolvers into the cashier's window and, commanding the assistant cashier to throw up his hands, he laid down one gun and seized all the money within reach and stuffed it into a satchel. As he walked out the head cashier hurried out of the back door and caught him at the front entrance, whereupon in the struggle that ensued, the robber shot him three times and broke away. He was next seen pedaling frantically on a bicycle, pursued by the bank officials, who shot his hat off and probably wounded him, but were unable to catch him.

Motorcycle Jars Shakesperean Play.

All sorts of claims have been made that Shakespeare knew of many matters in advance of his time, including the circulation of the blood, the geography of undiscovered countries and a number of other things, from wireless telegraphy to aeroplanes, but it is only recently that the motorcycle has figured in his classic dramas. While the State Normal School, of Westchester, Pa., was giving a performance of the famous bard's "Midsummer Night's Dream" on the campus, at the point in the play where the duke and his bride appear and the elfin Puck was about to begin his revels, a motorcycle came up on Rosedale avenue, at the side of the grounds, and, as the local narrator describes it, "began chuff-chuffing like a cow with a turnip in her throat." Her readings in Shakespeare, though thorough and minute, had given Miss Cora E. Everett, the head of the school's department of

literature, no reason to believe that the sound of a motorcycle's exhaust was a fitting obligato to the action of the play and the restlessness of the audience under the circumstances impelled her to flit over the campus and descend upon the motorcyclist in vigorous fashion. The latter soon was brought to see the error of his ways, and putting off, was lost in the distance.

Toronto Catches Young Bicycle Thief.

The limit of low price, even for second hand bicycles, was reached in Toronto, Can., last week, when Roy Conridge attracted considerable attention to himself by offering a machine for 20 cents. This figure was so modest that a detective took the youth to a police station. In the detective's opinion anybody was crazy to offer a bicycle at such a price unless there was some unusual reason back of it. Both these considerations were found to be involved, as the lad was found to be weak-minded and had stolen the machine. He admitted having committed several other cycle thefts.

Thievery Rampant in North Tonawanda.

While not at all boastful, North Tonawanda, N. Y., thinks it has a record for cycle stealing, as 25 machines belonging to its citizens have disappeared belonging to last three months. Three more were taken within a period of 48 hours last week, and means of stopping the evil are being sought as the police have proved unavailing.

Site Selected for Berlin Velodrome.

The site for Berlin's velodrome and sport palace in the Potsdamerstrasse has been acquired from the Immobilien Verkersbank at a cost of 2,600,000 marks, about \$65,000. It measures some 4½ acres and is situated in the center of Berlin's fashionable quarter. Building operations will commence at once.

Baltimore's Crescents Elect Officers.

The Crescent Bicycle Club, Baltimore, has elected the following officers: President, Edward Leary; vice-president, John W. Trost; secretary, Thomas W. Baker; treasurer, Thomas S. Taylor. Baker and Taylor were named, respectively, for the road positions of captain and color bearer.

The Mystery of a Doctor's Muffler.

When Dr. A. M. Webster, of Lorain, O., left for a three months motorcycle tour of Europe in company with W. C. Chadeayne, of the Auto-Bi Co., Buffalo, he had in his mind a problem the like of which was never heard before. Dr. Webster rode his four cylinder Pierce from his home and stopped one day in Poughkeepsie, N. Y. While there he decided that his muffler required cleaning, so he detached it and the next morning, procuring a pail of gasoline, he plunged the muffler into it, as he did so, the fluid ignited and a great flame resulted, Dr. Webster's arms being scorched when he threw the blazing pail out of a window. What caused the gasoline to ignite constitutes the problem. The machine was stored in an empty room, devoid of gaslight or any other spark, it had not been used for nearly 24 hours, and the detached muffler was stone cold and yet the pail of gasoline burst into flame. Dr. Webster did not attempt to account for it. Although a physician with a knowledge of chemistry, he knew of no chemical reaction that can cause such an effect, nor apparently does anyone else. The Lorain man "passed up" the mystery to wiser men. Incidentally, gasoline is not of much use for cleaning mufflers. Kerosene is better, but requires time, and boiling the muffler in lye is best of all.

Bicycles Adopted for Navy Officers.

Although the United States army has for a long time used bicycles in connection with its various posts and other departments of the Government have employed them for many different classes of service, it is not until recently that the navy department has awakened to their usefulness. That such an awakening has taken place, however, is made plain by the purchase of twelve Columbia chainless bicycles which have been placed at the disposal of the officers at the Brooklyn navy yard, who heretofore have had to trudge back and forth on foot among the widely separated offices and shops.

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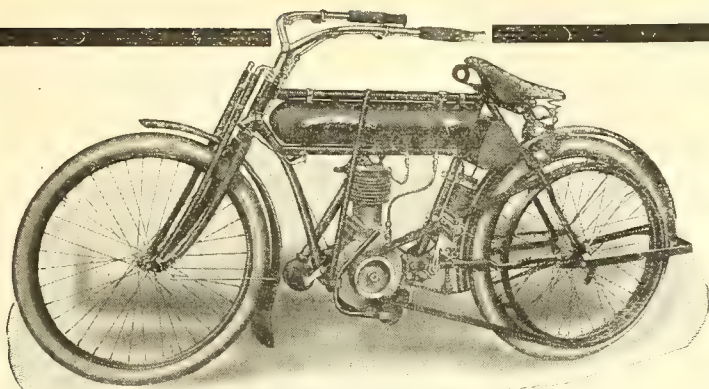


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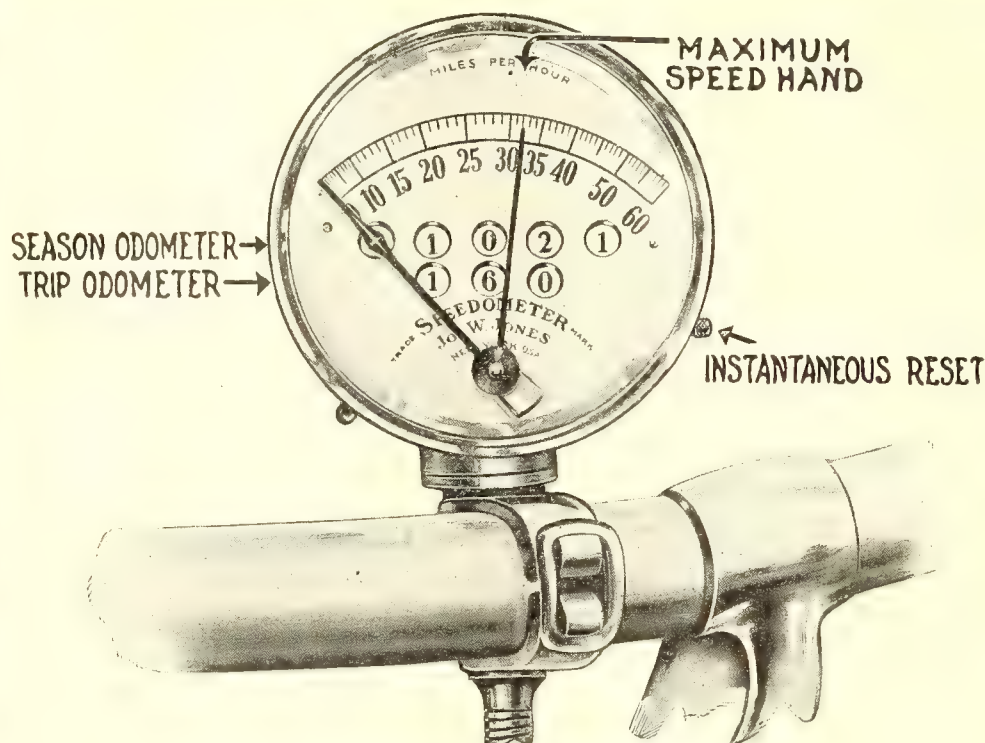
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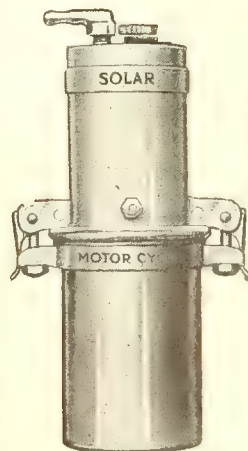
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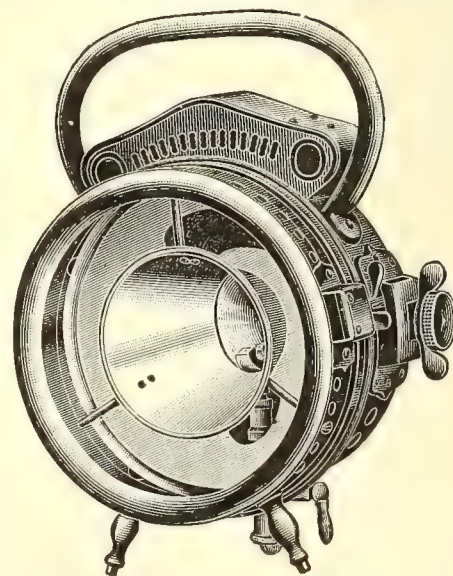


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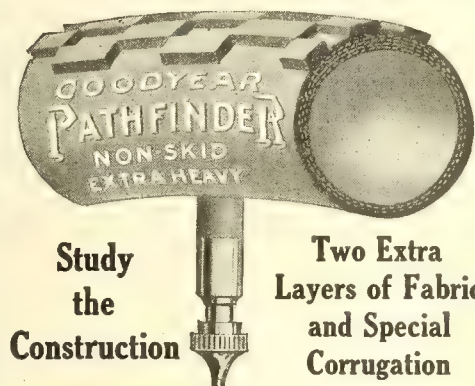
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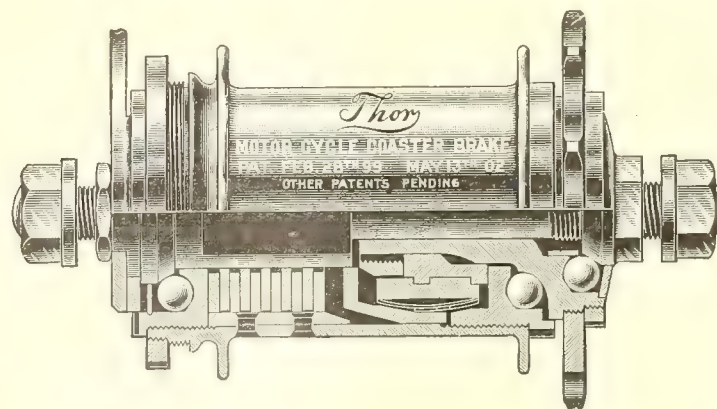
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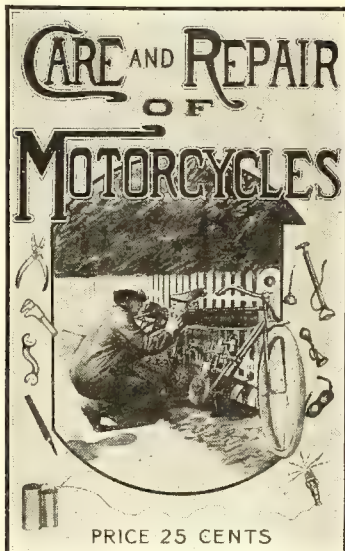
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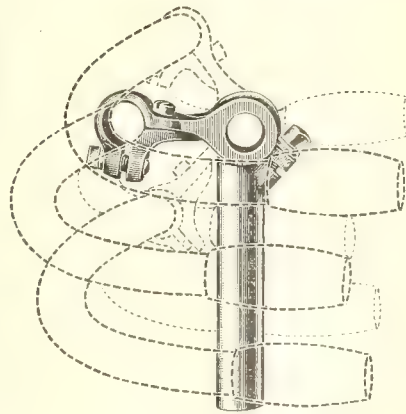


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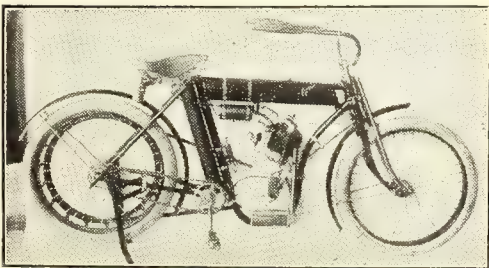


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10 cents per line; 15 cents per line if in capital letters. Cash with order.

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FOR SALE—Cheap, Model H Schebler motorcycle carburettor and Persons Tourist tool kit, with lock. Satisfactory trial allowed or no pay. Address Wm. G. LAUTERBACH, Mendota, Ill.

FOR SALE—Indian Tri-car attachment in first-class condition, \$25; or with 1908 magneto twin, with low seat, long bars, etc., \$175. Address SHELTON STURGES, Shelton, Conn.

FOR SALE—Indian motorcycle, single cylinder, gear drive, 1908 model, in first-class condition; been run about 500 miles. E. F. GIBBON, Corpus Christi, Texas.

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WANTED—N. S. U. 3 h.p. twin; state condition and price. A. V. BARNHILL, Chattanooga, Tenn.

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FOR SALE—1908 Curtiss twin, lamp and generator, standard rubber pedals, new belt, stand, luggage carrier, tool roll, No-Weight pump; fine running order; cheap. J. R. HENDERSON, Annapolis, Md. Room 318 U. S. N. A.

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FOR SALE—B. & C. Indian transmission (2 speeds and a free engine), new, never used. \$35 lowest price. Cost \$50. A. J. CARPENTER, 1405 East 82d St., Cleveland, O.

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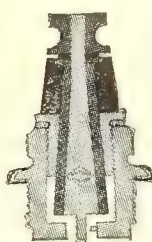
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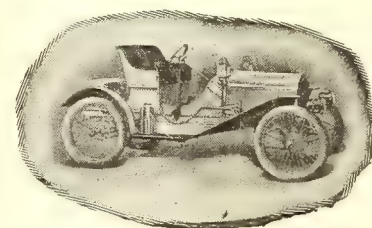
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There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



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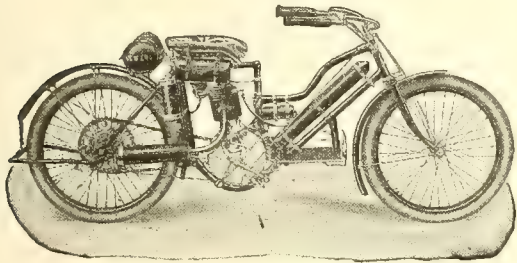
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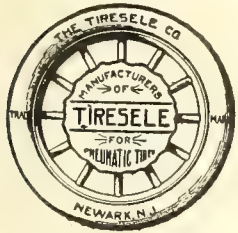
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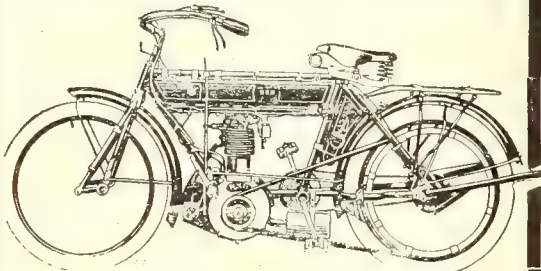
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 1908 twin Vindex we have taken in exchange for
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4 H.P. MODEL DE LUXE

¶ This is especially evident in our 4 h.p. model de Luxe, which we are positive cannot be equalled in all the motorcycle world. It contains a most perfect combination of excellent features embodying the many tried and proven principles of our past models.

¶ It is fitted with handle bar control, efficient shock absorbing spring forks, magneto ignition, stand, luggage carrier, foot rests, S. G. rubber belt, strong brakes, ball bearing motor, etc., etc., and, if you desire—

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¶ Truly a wonderful motorcycle in all respects. Fast, flexible and a fine hill climber, it is already winning laurels in every class of contest.

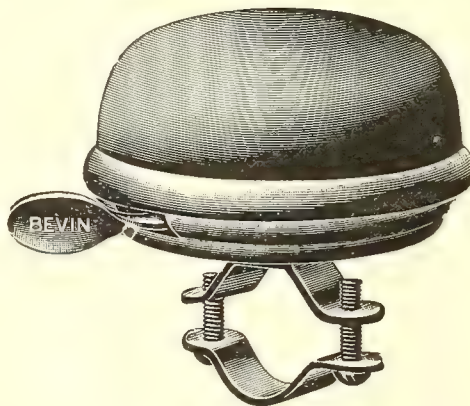
¶ You surely will be interested in this perfect motorcycle.

Catalogue "B" explains it.

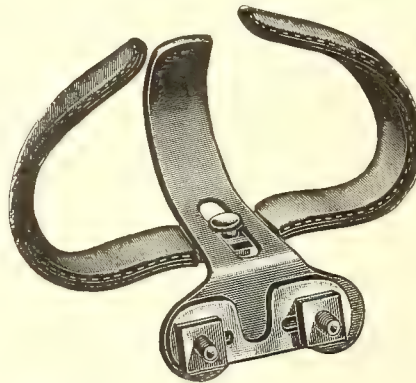
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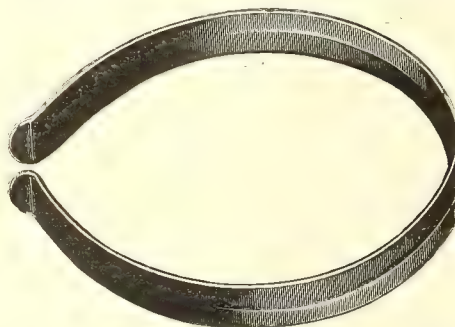
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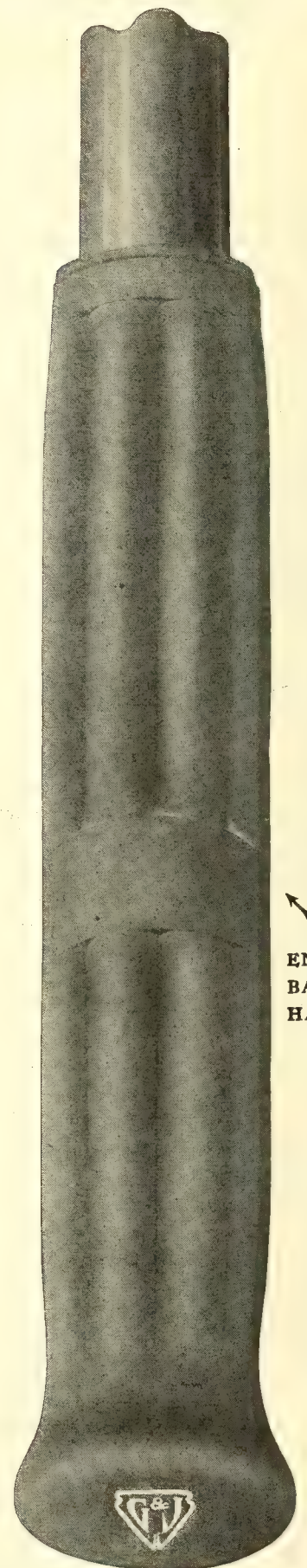


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Order your new motorcycle equipped with

G & J ROUGH-RIDER GRIPS
Made of Rubber.

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Possibly the behavior and condition of the

Kokomo



Motorcycle Tires

used by the winning team in the Chicago 600 miles endurance contest
(even the gridiron treads were still serviceable)

may have surprised some men

but, if so, they are not men who are acquainted with the



Kokomo Bicycle Tires



The same qualities that have made our bicycle tires so dependable for so many years, are the same qualities that will make our motorcycles tire famous. We did not bring it out until we were SURE it was right; and it IS right. If you want a reliable, durable tire and one with a tread that will last long enough to be of real service, you will call for the Kokomo and insist on getting it. If you desire to know more about it, write us.

KOKOMO RUBBER COMPANY, Kokomo, Ind.

NO DANGER

There's no danger of the Indianapolis G & J Double Clincher Motorcycle tire pulling or rolling off the rim when skidding or taking turns at a high rate of speed. No danger of it giving away no matter how swift the speed or how rough the road.



TRADE
Look for it

MARK
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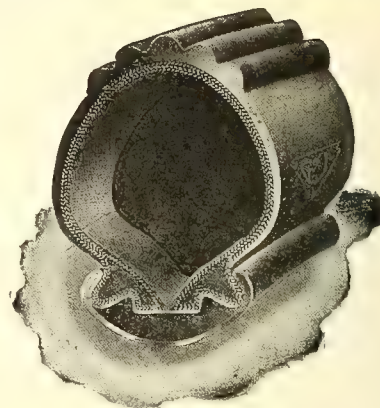
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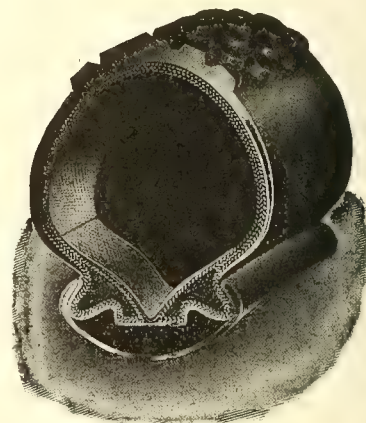
Don't be a trailer and take the dust. Get into the better class. Use tires that you can have confidence in when you open the throttle. Use Indianapolis G & J's. Write for booklet, illustrating and pricing our complete line.

G & J TIRE COMPANY, INDIANAPOLIS, IND.

TO MOTORCYCLE BUYERS! You can have your new machine equipped with Indianapolis G & J Tires if you say the word. You will not get the most for your money unless you do.



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Watch the EMBLEM'S first experience in the Endurance Run—Cleveland to Indianapolis

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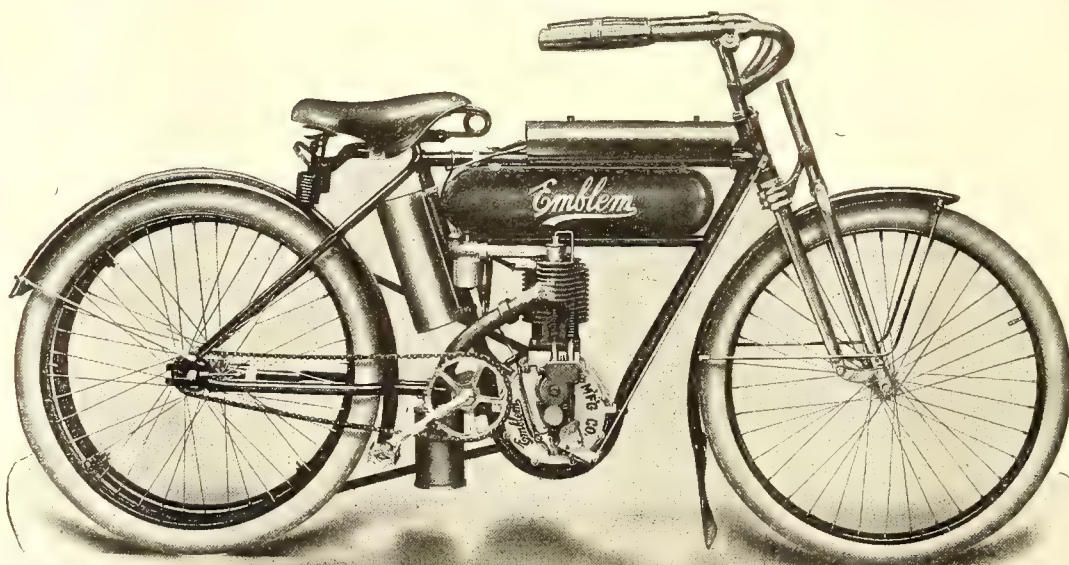
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3½ H. P.
BELT DRIVE
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LOW FRAME
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MOTORS OF OUR
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TRIANGULAR
REINFORCED
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(OUR OWN MAKE)

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EMBLEM SPRING FORK MAKES RIDING ENJOYABLE

Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

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DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

Thor BICYCLE HUBS

Always were and always will be
THE BEST

Mr. Dealer, demand them in your 1910 bicycles. They help to sell your wheels. They give not only satisfaction but make a bicycle the smoothest running wheel a rider ever purchased. We stand back of the *Thor* hubs. Why use others when you can have *Thor* for the asking?

Thor Motorcycle Coaster Brakes

You may have all kinds of views and opinions on motors and motorcycles but there is one point in a motorcycle that all agree upon, and that is the brake in the rear wheel. This must be positive in its action—not only today but every day in the year. This is a part of a motorcycle that receives the greatest abuse and the least attention of the rider. We have built the THOR Brake to meet these requirements. Our experience in the motor field is the great factor in our producing the Best Motorcycle Brake.

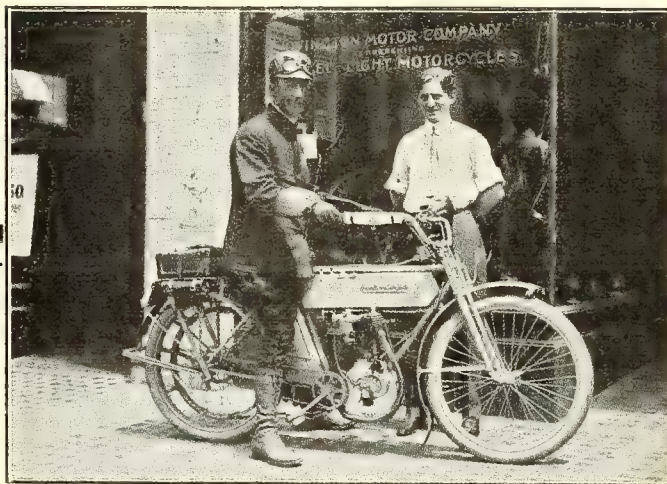
INSIST THAT YOUR MOTORCYCLE BE EQUIPPED WITH IT.

AURORA AUTOMATIC MACHINERY COMPANY

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LICENSED COASTER BRAKE MANUFACTURERS.

Around the World on Morgan & Wright Tires



T. E. Riley, the man who is making a tour of the world on

MORGAN & WRIGHT MOTORCYCLE TIRES

T. E. Riley, before starting out on his world tour, had used Morgan & Wright tires for some time about his home city, Seattle, Wash. So his was no blind choice. As he says himself, "I have tried them all and know that Morgan & Wright tires will give the best service of any."

He made the run from Seattle to Chicago with absolutely no tire trouble. Altho his tires were then in fine condition, he changed to a pair of Bailey treads and continued on to New York. The Bailey buttons were not even

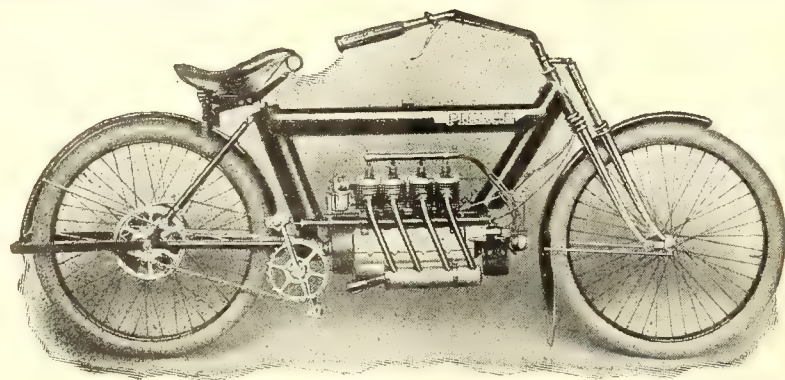
worn down when he arrived in New York, one nail puncture being the sum total of all the tire trouble on his run across the continent.

Does the fact that other well-known riders, such as Dr. A. M. Webster of Lorain, Ohio, W. C. Chadeayne of Buffalo, Herbert Merriweather of San Francisco, and Freddie Huyck of Chicago, choose Morgan & Wright tires for all their long, hard cross-country trips suggest anything to you?

MORGAN & WRIGHT, Detroit

The Pierce Vibrationless

**EMBODIES THE CARDINAL VIRTUES
OF THE IDEAL MOTORCYCLE**



We also manufacture Pierce Bicycles, celebrated in all parts of the globe for their superlative merit.

Our catalogs should be in the hands of every progressive dealer and rider.

THE PIERCE CYCLE CO., Buffalo, N. Y.

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WE ARE proud of our motorcycle because it reflects so many features not found in other machines. We have striven to make the best that "Pierce" workmanship and material could produce and our factory organization and facilities have enabled us to realize our ambition.

It has been our object to fulfill the requirements of the discriminating rider who will demand several features in his mount such as long-continued durability, absence of jar and noise, a motor and a transmission which will "meet obligations," easy operation and dependable control, an automatic oiling system, a machine which is neat and clean in appearance and which does not throw oil, gasoline and dirt on the rider. In all of these things the Pierce 4-cylinder is pre-eminent and reading our catalog will quickly convince anyone of the desirability of riding the Pierce Vibrationless in preference to any other make.

POPE BICYCLES

A Look Into 1910

TO THE TRADE: At this time when we are closing our fiscal year of 1909, after the most satisfactory season in every respect that we have had in ten years, it is appropriate to say a few words regarding the approaching year. While it is too early to announce our plans in detail, we want the trade to know that in every particular we are farther advanced in our preparations than we were at the corresponding period last season. Our material was ordered months ago and most of it is already in our factory.

In 1910 our bicycle business will be pushed more aggressively than ever before and the machines will be made better wherever we have found that improvement was possible. Many have thought (some makers included) that the bicycle years ago reached the point of perfection. In 1909 we proved that the inventive genius at our Westfield factory was still alive. For 1910 there will be added new features quite as important as those of last year, improved equipment, superior finish and better bearings, while the greatest attention will be paid to the general inspection.

The concentration of our bicycle manufacturing at one large plant in Westfield has resulted in bicycles of uniformly better quality, prompt shipments and good service generally. All this will be further improved upon next season. Dealers are requested to keep in touch with us regarding the season of 1910.

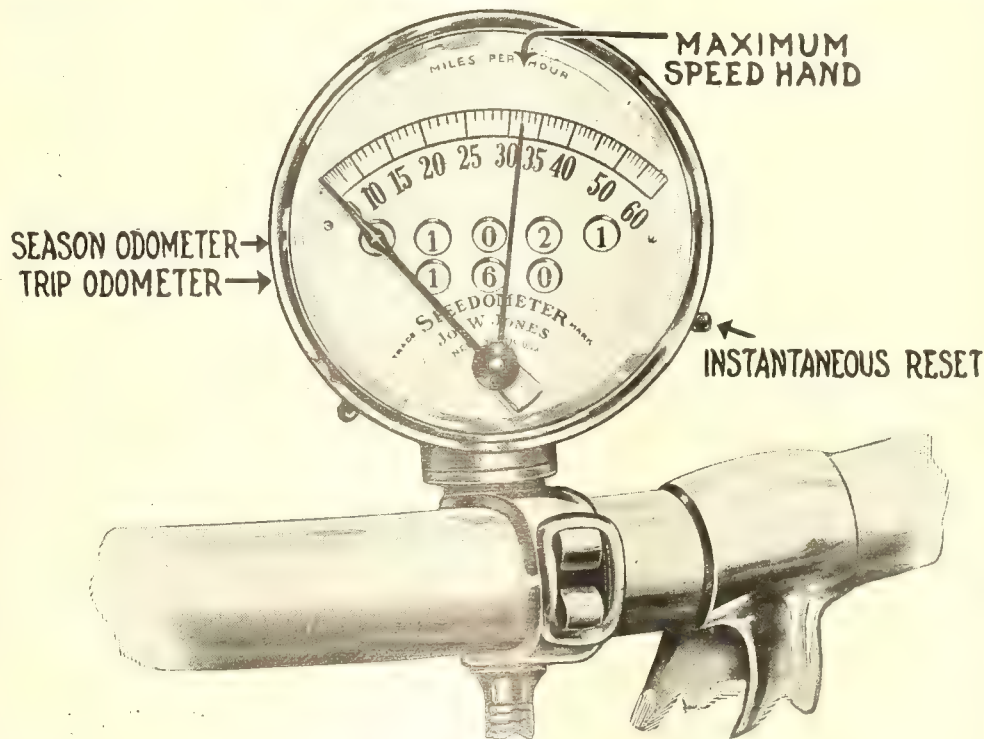
Note what one of our dealers thinks of our '09 line.

"In connection herewith, we wish to compliment you on the high quality of the goods which you have furnished us this season, and we wish to say that we have never had any bicycle which sold so readily."

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

You Need a Jones Speedometer

Whether you ride in the F. A. M. Endurance Contest or whether you never leave the streets of your own city. Speed laws are strict—more so now than ever before. The Jones is accepted in court as undisputable testimony in cases of arrest for speeding. In riding to a schedule you simply have got to have a JONES. The new Jones Model 32 is the most complete and accurate motorcycle speedometer made.



Model 32—3-Inch Dial (60 Mile) \$25.00

JONES SPEEDOMETER DEPT. UNITED MANUFACTURERS, Inc.

Broadway and 76th Street, New York



A GOOD, dependable lighting system is worth more than all the accident insurance you could buy.

Feeble oil lamps and treacherous gas generators invite accident, danger and expense, and are a nuisance to operate.

Most experienced automobilists have discarded all other equipment and adopted Prest-O-Lite. Motorcyclists are doing likewise.

With Prest-O-Lite, there is no uncertainty, no tinkering, no dirty work. The flame is always steady—doesn't flare up nor die down. Turned on and off like a gas jet.

In automobile service, Prest-O-Lite has proven that it costs little, if anything, more than portable generating systems.

The Prest-O-Lite Motorcycle Gas Tank is 12 inches long and 4 inches diameter. Weighs 7 pounds. Holds 10 ft. of gas—40 hours of light.

Price, \$10. FULL TANK. **60c.** (In exchange for empty)

Thirty-day trial plan. See your dealer, or write us.

THE PREST-O-LITE CO. 245 E. South Street
Indianapolis, Ind.

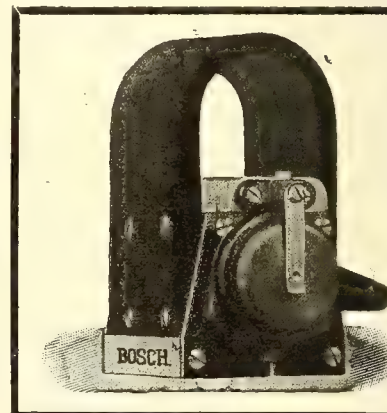
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In thrilling races, Lingenfelder, driving a BOSCH EQUIPPED N. S. U. made 20 new World's Records, hanging up astounding marks for every mile after the 5th; Seymour, on BOSCH EQUIPPED R.-S., whirls his mount around half-mile track to 4 new World's Amateur Records.

BOSCH MAGNETOS

Acknowledged the World's Standard



Perfect ignition was necessary to these amazing achievements, but wherever "Quality," "Reliability," "Endurance," and "Power" are required, the universal selection is always the BOSCH.

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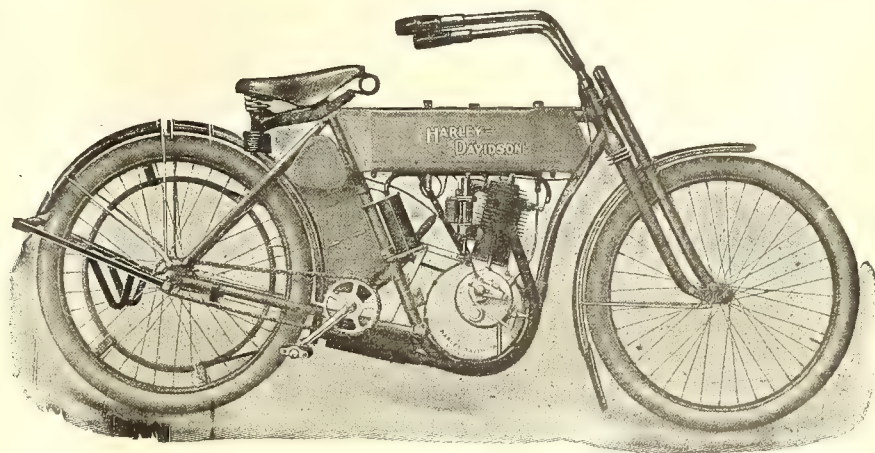
CHICAGO BRANCH—1253 Michigan Avenue

Talking About Clean Sweeps

HERE'S ONE THAT SPEAKS A "LARGE PIECE"

**AT THE AURORA, (ILL.)
RACEMEET, JULY 24**

Harley-Davidsons Won Everything



They finished first in every event and second in four of the six races. All distances, 5, 10, 15, 20 and 50 miles, and all prominent makes of motorcyclers presented. Fifty miles on a single cylinder model in 1:10:11 on a dirt track.

Included in the Harley-Davidson Triumphs
was the

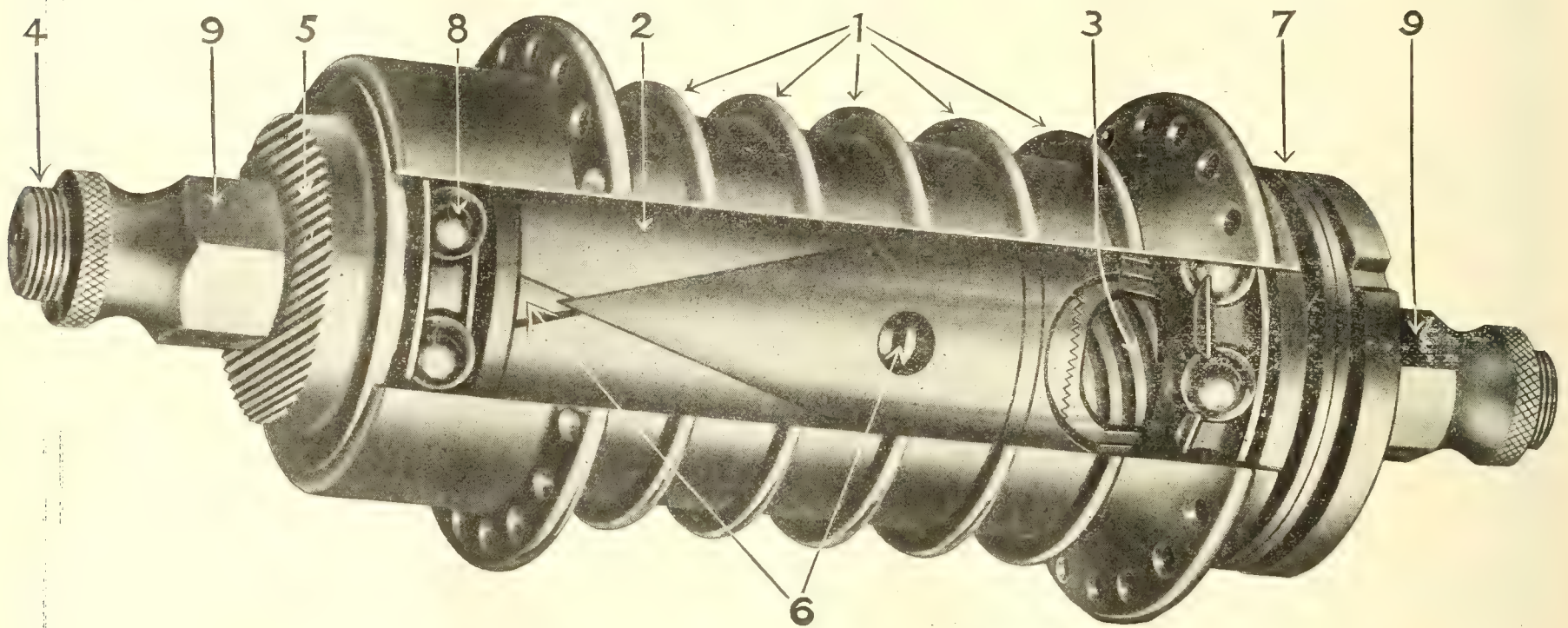
Five Miles Race for Private Owners

They were genuine private owners, too, and the two who rode Harley-Davidsons, finished first and second; and they rode genuine single cylinder stock machines.

WE ARE NOW MAKING IMMEDIATE DELIVERIES

THE HARLEY-DAVIDSON MOTOR CO.
Milwaukee, Wisconsin

THE MUSSELMAN MOTORCYCLE COASTER BRAKE



Notice the Ten Points of Superiority

No. 1.—**COOLING FLANGES** which add over $13\frac{1}{2}$ square inches of cooling surface, making the total surface 42 square inches, making it impossible to overheat this brake. These cooling flanges also add an enormous amount of strength, barring any possibility of rupturing the shell in applying the brake, as is common with other hubs.

No. 2.—**BRAKE SHOE**.—Our construction permits a very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges.

No. 3.—**SHORT PITCH**. $\frac{5}{8}$ inch pitch. This is a very short pitch and gives one as good a leverage in applying the brake as a lifting jack. This leverage with our ample brake shoe gives you a power great enough to stop an automobile.

No. 4.—**LARGE AXLE**. 9-16 inch in diameter; strongest made. No danger of this axle bending or giving away under any condition.

No. 5.—**NO ARM**. This principle with our corrugated face on left stationary cone does away with building our brake with an arm. Arms or eccentrics create an undue leverage on rear forks, which is a common cause of trouble in other styles. Our construction causes the pressure when brake is applied of an end pull on rear forks and end push on the rear stays, making it impossible to break your rear forks.

No. 6.—**GREASE CHAMBER**. Our brake is built with a grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease for keeping the hub automatically lubricated for a season.

No. 7.—**CHAIN LINE**. Our sprocket set is fitted with two chain line rings; these with the straight and offset sprocket will give you seven chain lines, running from $2\frac{1}{8}$ inches to $2\frac{1}{2}$ inches, making it unnecessary to order special hubs for certain motorcycles.

No. 8.—**LARGE BALLS**. $\frac{3}{8}$ inch steel balls are used throughout, making the chance of broken balls infinitesimal.

No. 9.—**LONG STRONG AXLE NUTS**, built so as to accommodate any kind of stand.

No. 10.—**NO DRAG OF PARTS**. The principle of this brake is the same as the famous Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times, whether driving or being pulled by the motor. This is true only of the Musselman Coaster Brake.

DIMENSIONS.—MODEL A.—FOR BELT MACHINE.

Length over all outside cones, 6 inches.

Chain Line—Straight Sprocket, $2\frac{1}{4}$, 25-16, $2\frac{3}{8}$ inches.

Offset Sprocket, $2\frac{1}{8}$, 23-16, $2\frac{1}{4}$, $2\frac{3}{8}$, 27-16, $2\frac{1}{2}$ inches.

Drilled for 36 and 40 Holes.

Width of Flanges, $3\frac{1}{2}$ inches.

Sprocket, 3-6, 10 to 12 tooth, inclusive.

FOR FURTHER PARTICULARS WRITE TO

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

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1877

Volume LIX.

New York, U. S. A., Saturday, July 31, 1909.

No. 19

DEALER MOURNS MISSING HELPER

Likewise the Motorcycle Which the Latter Took Along—Thief Departed Equipped for "Joy Riding."

If anyone should happen across a pink cheeked, blue eyed, fair haired youth of 20 or thereabouts, who is accompanying a Curtiss single cylinder motor bicycle, and who answers to the pink cheeked, fair haired name of Clarence—Clarence Huffman, to be exact—he will relieve a considerable parcel of itching anxiety by at once notifying Harry A. Gliesman or the Tiger Cycle Works, 782 Eighth avenue, New York City. Gliesman is literally "the works" of the Tiger establishment; in other words, they are one and the same thing.

Clarence worked for Gliesman for three months, or until Monday evening last. He supposed that he would report for duty, as usual, on Tuesday, particularly in view of the fact that the blue eyed boy had made an engagement to give one of Gliesman's timid customers an early morning lesson on a Curtiss motorcycle, which he—that is, the customer—had purchased. But when the whistle blew, neither Clarence, the Curtiss nor the customer had appeared. The customer since has been around several times, but the other two are still missing. When Gliesman's suspicions were aroused, he found that the pink cheeked youth had performed a cool and thorough job. He had emptied the cash register and lifted a gold watch and gold fob—prizes won in hard fought bicycle contests—from Gliesman's extra Sunday clothes which he keeps in his shop for use when called to the St. Regis and other places; also he had "borrowed" Gliesman's motorcycle leggins and taken from the stock of the store a new gas lamp, a new speedometer and a tire repair outfit, which forethought, Gliesman, with the unerring instinct of a Hawkshaw, accepts as evidence that Clarence stole, not immediately to add

to his pocket money, but to engage in a joy ride to distant fields far removed from Eighth avenue.

As the young thief once had stated that his home was in Pennsylvania, his erstwhile employer further believes that he now is within the confines of that great state. The departing Clarence managed to jump his board bill also and to leave no clothing or other assets to satisfy his landlady.

The Curtiss with which the pretty boy made off is enameled French gray, has a 20-inch frame, and 26-inch wheels, shod with Morgan & Wright Bailey tread tires; the motor is numbered 5182.

Waters Forms a New Company.

The Motorcycle Supply & Equipment Co. of Hammondsport, N. Y., which has marketed accessories and also the Erie motorcycle, has separated the two departments and adopted new titles for both of them. Hereafter the supplies will be handled by the Motorcycle Equipment Co. and the motorcycles by the Marvel Motorcycle Co., which latter was incorporated last week under the laws of New York with \$50,000 capital and C. L. and E. H. Waters and G. H. Curtiss as incorporators. Curtiss will serve as a director but his interests in the new company are merely nominal and in no way affect his connection with the Herring-Curtiss Co. Lee Waters, who built up the supply company from a very modest beginning, will remain the directing head of both businesses. C. P. Rudd, who is also a stockholder, will be superintendent of the Marvel Motor Co., which will market a motorcycle of that name and which Waters states will be worthy of it. For its use a two story addition, 30 by 115 feet, now is being built.

Motorcycle Makers to Meet in Chicago.

Instead of being held at Indianapolis, during the F. A. M. meet, as was talked of, the next regular meeting of the Motorcycle Manufacturers Association will be held in Chicago. It has been set to occur on Friday, August 6th, in the New Southern Hotel.

WOULD COMPEL SUNDAY CLOSING

Connecticut Legislators Considering a Proposed "Blue Law"—May Affect Cycle Shops in the State.

Bicycle and motorcycle dealers in Connecticut, who have been accustomed to keeping "open house" on Sundays, for the accommodation of such of their customers as happen to be in need of supplies or emergency repairs, may be forced to keep the shutters up from Saturday night until Monday morning hereafter, if a proposed law which is now being digested by the assembly is finally enacted. It all would depend on the legal construction of the term "works of necessity," in the act.

The bill, which prohibits all Sunday labor except such as is defined as necessary, was passed by the senate this week, and is a formidable addition to the old "blue laws." The measure specifically provides that "no person shall keep open any shop, warehouse, or mechanical, mercantile or manufacturing establishment, or engage in any sport or any secular business or labor, except work of necessity or mercy, or such as shall be required for the maintenance of public order, the preservation or promotion of health or safety, or is necessary for the general welfare of the community."

The restriction would be in effect from midnight Saturday to midnight Sunday. Violations would be punishable by fines of not more than \$50, or a maximum of six months imprisonment, or both.

Attempt to Destroy a Cycle Store.

An unsuccessful attempt was made early during the morning of the 21st inst. to burn the building formerly occupied by the Ottawa Motor and Cycle Co., on Madison street, Ottawa, Ill. Paper and excelsior saturated with kerosene were piled in a small hole under the sill at the rear of the building, which were set fire to. The blaze was put out with the damage slight.

HOW ENGINES MAY BE "TRICKED"

Intentional Derangements Which Will Test
Trouble Finding Ability—Methods
Suitable for Use in Contests.

That few riders take the pains to study the construction of their motorcycles, and familiarize themselves with the intricacies of the various components, is frequently emphasized when one of them is found hunting for trouble. Instead of studying the symptoms which brought about the stoppage, and weighing the possible causes which would be likely to produce the ailment which affects the machine, the average rider institutes a hasty and unstudied search of several possible trouble centers.

In some cases where the derangement takes an aggravated form, the efforts to make a correct diagnosis usually are accompanied by dismantling of carburetter, valves, spark plugs, etc., and as the crowd gathers and the fruitless quest goes on, the rider becomes increasingly frustrated. On the other hand, there are riders who, when the slightest indication of irregular running is apparent, usually can tell the cause of the trouble immediately, and make the necessary adjustments.

Anything which will help to educate the rider to a more intimate knowledge of his machine, the functions of the correlated mechanisms and the possible causes of their derangement will go far toward putting the pastime on a higher plane, and refuting the public's conception of a motorcycle as a box of tricks, capable of being mastered only by engineers and mechanical sharps.

In France there was held, in the not distant past, a trouble finding contest, in which the mechanisms of automobiles were purposely put out of commission, and the candidates given a limited time to locate the trouble. Prizes were awarded to those who were the quickest in finding and remedying the difficulty. It would seem that this form of competition, serving as it does a most useful purpose, well could be emulated by motorcycle clubs that are seeking to promote contests of an interesting and instructive nature. That there are unlimited possibilities to be had in an event of this sort, and that the knowledge to be gained therefrom will be well worth the time expended, will find support in the many examples of what may be accomplished in "tricking" machines.

Taking a magneto, for instance, which because of its recent introduction to motorcycles is practically a sealed book to the average rider, there are possible deceptions which would, and have in the past, baffled experts to fathom. Who ever would suspect that the carbon brushes which collect the high tension current from the front end of the armature shaft, might be replaced by pieces of black, hard rubber turned to fit in the brush holders. Similarly a piece of

black paper, such as is used to wrap camera films, if neatly cut and pasted on the carbon brush which is attached to the spring on the inner face of the contact breaker cover plate, would be apt to escape detection for a lengthy period. Another simple way to interrupt the magneto current is to place a small piece of thin patching rubber under the cover plate retaining spring preventing the primary current from passing through the condenser and being transformed into a secondary, so that it will not have sufficient voltage to jump at the plugs. By placing a fine strand of wire or a small piece of tin-foil around the fibre ring which insulates the cover plate from the contact breaker case, the interrupter will be short circuited. Likewise, if a small piece of rubber sheeting be placed around the magneto terminals and the secondary cables snapped on, no current will pass to the plugs.

With the battery ignition there is as wide a field for exercise of ingenuity in side-tracking the electric current. A favorite joke, which has been played on unsuspecting riders by their companions, is to substitute a specially prepared switch key for the regular one. The "just as good" usually is made of hard rubber or wood, and the shank is gilded to represent the usual brass stem in the regular kind. Removing the battery case head and shellacking the contact faces of the switch plug sockets, or pasting paper on them, is another ingenious method of fouling the current. Machines having cut out switches mounted on the battery head and connecting with a cam, actuated by the grip control, are fruitful subjects for experimentation.

By placing a small piece of paper under the contact spring, the ground wire which passes through the battery head will not make contact with the switch. A piece of tinfoil wrapped around the lower pole of the battery and brought over to touch the sides of the case, will cause a short circuit that will not be found readily. A tack driven into the side of a battery, and the head allowed to come in contact with the metal wall of the case, will allow the current to cut the course in fine style. Coating the terminals with shellac, or slitting the insulation and cutting out a small section of the wire, are other possible barriers to an unobstructed flow of current. Inserting a strand of wire between the insulating block and the metal circuit breaker case so that one end of the wire is in contact with the platinum screw, will cut out the primary current before it reaches the contact points.

Turning back the contact screw of the circuit breaker so that the spring will not touch when it is raised by the cam, and cutting a short piece out of the ground wire where it passes through the hard rubber battery head, are other means of tampering with the juice. If the ignition system offers numerous opportunities for rendering the machine unstartable, the carburetter is not far behind. With all other

conditions normal, it would take a keen rider to discover, say within five minutes, that the air hood was packed with cotton or waste.

Where needle valve dust caps are used to exclude dirt, they are apt adjuncts for the purpose in hand. A few drops of solder poured into a cap, and the job done well, so as not to be noticeable, will do considerable mischief. When the cap is screwed on the needle valve will be depressed and the flow of gasoline shut off. Another way in which the cap will serve as an accessory to the fact is to plug up the vent hole, thus preventing the escape of air from the float chamber. Attaching a small weight to the needle valve, so that it will overcome the float, also will cause a stoppage of flow of gasoline.

The old stunt of plugging up the vent hole in the tank, and causing an air lock is still worthy of a place in the category. Paper wrapped around the slotted inlet valve dome cage will prevent any of the gas entering the cylinder, and the obstruction is not apt to be readily discovered. Where inlet valves are operated by overhead rocker arms, a lead pellet or small steel ball inserted in the rocker cup into which the upper end of the lift rod sets, will hold the valve open and induce a hunt for lost compression, in which the real source of trouble is not apt to be the first discovery. Another way of holding this type of valve open is to turn down the adjusting screws on the rockers, and this method is also applicable to exhaust valves which are fitted with adjustable push rods. The exhaust valve offers an admirable means of deception, but requires the sacrificing of a valve for the particular occasion. By sawing the stem in half midway of its length, cutting out a section about $\frac{3}{8}$ of an inch long, and replacing the severed parts in their proper positions, the lower end of the valve stem will operate in the regular manner, but the upper section will be stationary. An asbestos disc of suitable size placed in the exhaust pipe, preferably at the point where the tube is connected to the cylinder head, will prevent the gas escaping when the valve opens.

Different makes of machines in which the mechanisms are worked out in dissimilar forms afford a wide range of subjects for study and experiment in a trouble hunting contest. In nearly every motorcycle club there are a few mechanical sharps who could arrange an elaborate program along these lines, and that it would give the members a better knowledge of their machines and the ability to correctly diagnose trouble symptoms will not be gainsaid.

Protection of Metal Surfaces.

Sweet oil and tripoli form an excellent coating to prevent lamps, horns and other brass work from becoming tarnished. Oxalic acid or vinegar and salt are good to remove stains from the metal when no suitable polish is at hand.

DISHCLOTH FOR CUTTING CARBON

Novel Method of Cleaning Out Motor Cylinders—New Use for a Household Article is Revealed.

According to the claims of an expert much of the labor which it has been considered necessary to outlay in removing the carbon deposit from the interior of a gas engine cylinder, may be avoided by virtue of a rather clever subterfuge, which, he says, works to his absolute satisfaction.

Instead of going to the trouble of removing the cylinder and laboriously scraping off the hardened deposit with the aid of a cold chisel, he merely removes the inlet valve, cage and all, and tucks into the cylinder through the opening thus made, a wire dishcloth, of the common or garden variety, well known to housekeepers. Previously, the cylinder has been well soaked with kerosene oil, so that the deposit is loosened as much as possible. Turning the engine over very rapidly, causes the dishcloth to be slapped about within the cylinder, the iron links which compose it serving to scour off the wall surfaces very effectively, without in the least injuring any of the finished area with which they may come into contact.

The process is so simple that it may be applied frequently enough to prevent any great accumulation of carbon on the cylinder surfaces, so that with very little trouble it should be possible to keep an engine perfectly clean, once it has been made so. For an old cylinder, in which the carbon is thoroughly baked into the walls, it may be supposed that nothing short of the regular scraping process will suffice. As applied to new motors, however, and those which are in fairly good shape, the method ought to be of considerable value.

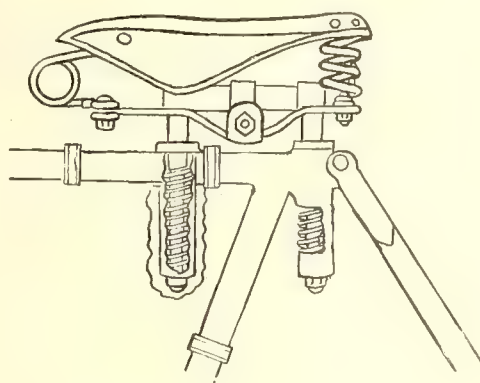
In performing the cleaning operation, according to the expert mentioned, the results will depend in large measure upon the amount of softening of the deposit which has been brought about by the preliminary soaking process. If this be of over-night duration, so much the better. The success of the scouring process itself, really depends upon the speed at which it is possible to turn over the motor. With a twin cylinder mount, it should be possible to clean one cylinder at a time, running alternate cylinders in order to develop the necessary power. The single cylinder machine, of course, must be turned over by leg power, rapid pedaling being the only recourse of the operator who is unable to devise some means of supplying power from an outside source, to turn the crank shaft.

Mounts the Saddle Support on Springs.

Since the days of the old gooseneck saddle post, it would seem that about every conceivable method of mounting the saddle has been tried at one time or another.

That this is not necessarily the case, is shown by the accompanying illustration, which represents a new device, recently gotten out by a German, and which is intended to provide, in addition to the fore and aft adjustment, which is obtainable with most saddle posts now in use, a liberal amount of cushioning effect.

It will be noticed that in place of either the single stem running down the seat post mast, or the horizontal stem clamped into the top tube, two vertical stems are used, one in front of and the other behind the point of mounting of the saddle. The tops of these stems are connected by a horizontal bar upon which the saddle is clamped and adjusted in the usual manner. Considerable range of movement front and back is thus provided, while the bar is elevated above



the top tube sufficiently so that there is ample room to tilt the saddle in any way that may be desired.

The spring suspension is centered entirely in the method of mounting the two vertical stems in the frame. Each is free to slide up and down through a special joint provided for the purpose, and each is surrounded below the top tube, by a helical spring, completely housed as a protection against dirt and dust, and holding the stems in actual suspension. Adjusting screws, it will be observed, are placed at the lower ends of the two housings, in order to provide for altering the spring tension.

Dangers of the Auxiliary Exhaust.

Machines which are equipped with open exhaust ports in the cylinder walls are a source of considerable danger, even when the ports are nominally closed by bands, unless the greatest pains are taken to provide against leaks in the tanks, and to prevent the carburetter from flooding over in sufficient amount to wet the sides of the cylinder. A certain amount of oil always works out through the ports, and this, with the heat of the exhaust lays a fine fire-trap for the unwary.

Will Deal in Bicycles and Tires.

Central City Rubber Co., Syracuse, N. Y., was this week incorporated under New York laws, with \$50,000 capital, to manufacture and deal in tires, bicycles automobiles, boats and vehicles, supplies, etc. The incorporators named are: D. A. Gould, J. R. Graham, G. H. Lloyd, Syracuse, N. Y.

"HIGH FINANCE" IN CYCLE BUYING

Disclosed to Pope Company by a Budding Genius—Lienhard Recalls a Pointed Parallel to the Scheme.

Inspired by the "high finance" disclosures and explanations which have appeared in magazines and newspapers, giving the methods of big operators in juggling with banks and credit, a budding financial genius has revealed to the Pope Mfg. Co., of Hartford, Conn., a scheme which he evidently believes will win him a bicycle without cost to himself. All he requires is the cooperation of a capitalist in the finding of whom he asks the assistance of the company.

"I think your bicycles are all right," he declares in his letter. "I would send you an order for a bicycle if I had the money. Do you know of any big money man who I can deal with in this way? The man would give me \$30. I would go to the bank and get a note for \$30, and after a few days I would get the note cashed and give the man \$30 back, and I would send the \$30 to you for a bicycle and in this way I would get my bicycle."

Although unable to put him in touch with the "big money man," the company was quite struck with the simplicity and originality of the scheme, and was much impressed with it barring the defect that it probably would not work. In this respect it struck H. A. Lienhard, assistant secretary of the company, as inferior to the plan of the poor tenant who finally agreed to pay his rent provided the landlord would give him a new cellar door, though the would-be cycle owner's idea was much in common with it. After the door was put on, according to Lienhard, the landlord came for his rent. It was handed to him by the tenant's boy, who remarked that it took some pretty close scratching to find the money and that his father had had to sell some of the furniture to find the money.

"What furniture?" inquired the landlord. "The new cellar door," replied the boy.

Hornell Has a New Corporation.

The manufacture of bicycles and motorcycles are included in the stated objects of the DeSchaum-Hornell Motor Co., Hornell, N. Y., which was this week incorporated under the laws of New York with \$150,000 capital. W. A. DeSchaum, H. J. Hopkins and W. C. Paul, of Buffalo, are named as incorporators.

Pitting of the Commutator Points.

For the persistent pitting of the sparking points in a contact breaker, just two causes may be advanced. One is that the points themselves are made of inferior material. The other is that the condenser of the coil is not working properly. First, try new points. If that fails, send the coil back to the maker for examination.

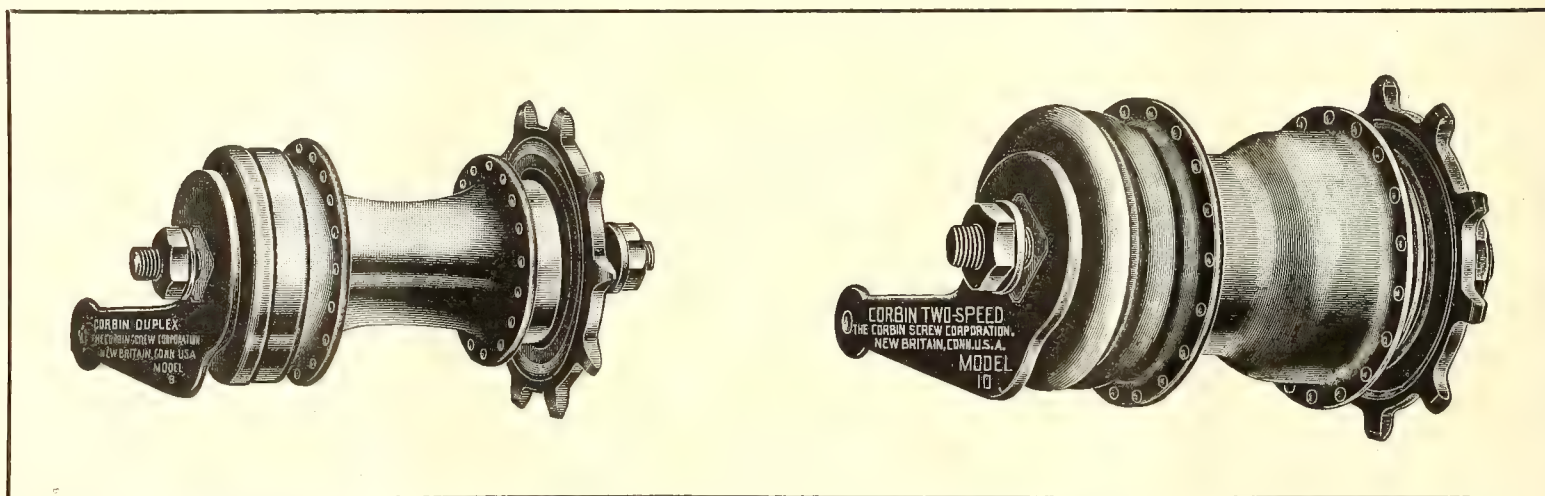
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—————of the—————

Corbin Coaster Brake



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That is why the name Corbin on any article is practically a guarantee of quality and satisfaction.

CORBIN SCREW CORPORATION

LICENSED COASTER BRAKE MANUFACTURERS.

NEW BRITAIN, CONN, U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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The Dawning of a Light.

False and misleading statements rarely serve good purposes. If it were true, as charged by the gentleman chiefly responsible for them, that in presenting and discussing the proposed revision of the F. A. M. competition rules, the *Bicycling World* had given utterance to false and misleading statements, most thinking men will agree that it is not short of remarkable that they should have had such widespread influence as to have caused a change of front on the part of the very men responsible for the proposed revision. That they suddenly should decide to incorporate a professional class in their proposed code is an admission that requires no comment.

That this decision was made without the knowledge of other members of the revision committee is more than suggestive of the state of affairs that actually exists, and coupled with the letter written, as he admits, by the president of the F. A. M., but bearing the rubber stamp signature of the chairman of the committee, which specifically states that "the rules submitted are the rules finally adopted" and that "the committee had voted that the new rules should be put into effect immediately at the conclusion of the races at Indianapolis," it will go far to convince any unbiased per-

son of the extent to which the *Bicycling World* has misrepresented the situation as it also will enable him to decide whether intention existed to "railroad" the rules and prevent discussion and action on the part of the F. A. M. itself.

That there was no opportunity for anyone to suggest changes is evidenced by the same communication which informed those whom it requested to go through the motions of voting for the already "finally adopted" rules within twenty-four hours, that they, the rules, must "be accepted or rejected as a whole as there is hardly time for extended correspondence." And yet it suddenly is discovered that the rules were not "finally adopted," that there is time to change them—when certain people desire to change them—and that the F. A. M. will be given an opportunity to say when they shall go into effect! The remarkable shift of scene certainly is illuminating and the *Bicycling World* is responsible for the illumination.

The document which makes the "false and misleading" allegations should be preserved, for if it is true that the president of the F. A. M., the chairman of the F. A. M. competition committee, and three manufacturers and one racing man have loaned their names to a joint admission that it is the practice of manufacturers to pay salaries and bonuses to alleged amateur racing men there probably never was another document like it in the history of sport. It is a more damning indictment than anything the *Bicycling World* has brought to bear. It makes plain how to cleanse the sport.

The comparatively few bogus and bonused amateurs to whom is due much of the present turmoil are not difficult to recognize and were the most made of the present rules in dealing with them, much of the turmoil quickly would disappear and with some changes born of experience all of it will disappear. The fault is not so much with the rules as with their lax enforcement.

Calling men private owners or trade riders instead of amateurs will not help matters or cause men to change their spots. The performances of private owners will prove infinitely more valuable for advertising purposes than the feats of trade riders and that there will be private owners ready and anxious to sell themselves, and that buyers will not be lacking, scarcely will be doubted by anyone given to reflection; nor is it possible to see how it will be easier or as easy to distinguish the frauds than it is to detect the bogus amateurs.

The change of name will not alter existing conditions. It merely will create a bull market for private owners and cause a slump in the price of trade riders.

The continuance of the professional class may somewhat lessen the saffron hue of the proposed new rules but it will not serve greatly to improve things. The trade rider class will be full of professionals under the new name and the genuine sportsmen of the trade who know nothing of bonuses and who compete only occasionally, and near their own firesides, will have no more chance against the professional trade rider than has the real amateur or real private owner against the fake article.

If, as some of its framers contend, the proposed definition of a private owner is a better definition of an amateur than is contained in the present rules, the thought occurs, why not call him an amateur?—a term known and recognized in all sports, to which "private owner" absolutely is foreign and unmeaning. And why, simply because of his daily avocation or possession of stock in a particular industry, should a real sportsman be denied the right to stand before the world as such?

The very suggestion lacks the first element of fairness and the man is queerly constituted who holds that membership in the trade rider class does not cast a reflection on the men in that class, and on their industry by directly implying a trade of unwholesome influence.

The F. A. M. may try three classes: other organizations have tried them before and learned the folly of it, and invariably they came back to the homeroofs, amateurism and professionalism, and if it goes astray, the F. A. M. as surely will return to them. When the real private owner discovers that he cannot use a borrowed motorcycle under any circumstances; when he finds that he must carry bills of sale and prove his property; when he discovers all the protests and bad feeling that can grow out of such a state of affairs; when he finds that his chum, the dealer or salesman, is no longer his equal or associate in sport; when he sees that there are bogus private owners and bogus bills of sale, he will make himself heard in no uncertain fashion. And when the men not attached to factories giving bonuses to riders—when dealers and repairmen and their assistants find that they are the real "goats" of the sport and that there is a line between them and their club mates, perhaps they will remain content, but we doubt it.

CORRESPONDENCE

The American Two-Speed Tri-Car.

Editor of the Bicycling World:

On page 166 of your July 24th issue appears a letter signed by L. L. M. Salsbury, of Oakland, Cal., presenting the glories of the Two-Speed tri-car, and expressing his wonder as to why the American makers of tri-cars to not fall in line with the Two-Speed device.

As manufacturers of the most practical and longest lived two-speed gear, and not an attachment which does not necessitate the doing away of the pedals and makes a motorcycle that is a motorcycle and not a freak, we cannot pass this article unnoticed.

We are manufacturing a motorcycle which employs all of the Thor motors and has on the countershaft a planetary gear transmission with positive high and low gear clutch and an intermediate free engine. Our Two-Speed is packed in hard oil, in an oil tight case and is absolutely free from the dust of the road and is water proof as well as oil proof. It has been thoroughly tested and will transmit upward of 20 horsepower.

We are mailing you, under separate cover, a cut of the Minneapolis Two-Speed motorcycle, with tri-car attachment, which we trust that you will use, if you see fit. In this connection, we wish to state that if any individual has not seen the action of the Minneapolis Two-Speed motorcycle he has not seen a real practical machine.

MINNEAPOLIS MOTORCYCLE CO.
Minneapolis, Minn.

The Result of a Nuisance.

Editor of the Bicycling World:

The enclosed newspaper clipping (regarding the pending anti-noise law), speaks for itself and gives a few of us the chance to say "I told you so." Although "motor vehicles" are specified, the law is practically directed toward motorcycles and delivery vans. The open muffler nuisance in Washington could not possibly be worse. There are riders who have not even exhaust pipes on their motors, and the law now prohibits everything but absolutely noiseless machines on the speedway. Many of us have done our best, and on last Sunday's run to Great Falls the invitations specified that mufflers were to be kept closed. This is a good chance to speak another piece if you care to do so, and if you speak it, do your "damndest" and aim it at Washington, where everybody reads the Bicycling World.

NATIONAL CAPITOLIAN.

Fletcher Rises to Inquire and Remark.

Editor of the Bicycling World:

Why so much secrecy regarding the motorcycle race which I understand is to be run at Brighton Beach track in conjunction with the 24 hours automobile race? If this

race is merely a frame-up for the enjoyment of a few riders, and the advertising of certain machines, then why don't the officials in charge come out in the open and say so?

No mention of this race has been made in the newspapers or trade papers, nor have the officials of local clubs been notified. Several riders (among them members of this club) who did not hear about the race until yesterday, (and then unofficially), immediately applied for entry and were positively told that all entries were closed.

This state of affairs certainly will not improve the sport here in New York.

HAROLD FLETCHER,
President Linden Motorcycle Club.
Brooklyn, N. Y.

Not Breaches of Amateur Rule.

Editor of the Bicycling World:

If you will answer the following questions for us your kindness will be greatly appreciated and it will help clear several points upon which everyone here does not agree.

Is it a breach against amateurism for a club to hold cycle races on an enclosed track to which an admission fee is charged? Merchandise prizes are offered in the races, but any surplus of the gate receipts over the expenses go to the treasury of the promoting club.

Is a dealer in bicycles prohibited from taking part in amateur races?

THOMAS W. BAKER,
Captain Crescent Bicycle Club,
Baltimore, Md.

[No—emphatically no, to both questions.]

Concerning Open Muffler Fiends.

Editor of the Bicycling World:

Enclosed is two dollars, for which kindly extend my subscription for the Bicycling World and Motorcycle Review. I certainly do enjoy reading it.

Keep after the open muffler fiend good and strong. We have him here, but I will say that generally he is from the city, and seems to want every one to know it. Our boys are a little better bred lot, and have common sense enough to make as little noise as possible. Quite a good many people ask me why it is that my machine makes so much less noise than those that come from the city. I tell them that generally it is the man that is running it and not the machine.

C. D. LOCHER, East Auburn, Cal.

About Little Rock's Big Tax.

Editor of the Bicycling World:

Will you please publish some of the average town taxes on motorcycles? The city council here recently passed an ordinance requiring all motorcyclists, corporations, or any body or thing, operating a motorcycle on the streets of the city, to pay a tax of \$5 per year, or fraction thereof; due July 15th of each year. Automobiles \$10 per year.

There are about 15 motorcycles in this

COMING EVENTS

August 4, 5, Salamanca, N. Y.—Motorcycle races; open.

August 8, Brooklyn, N. Y.—Long Island Division, Century Road Club Association's bicycle and motorcycle century run; open.

August 8, Baltimore, Md.—Crescent Bicycle Club's and Carroll Cyclers' dual meet at Yoedel's park.

August 10-11, Cleveland, Ohio—Federation of American Motorcyclists' national endurance contest from Cleveland to Indianapolis.

August 12-14, Indianapolis, Ind.—Federation of American Motorcyclists' seventh annual meet.

August 14, St. Louis, Mo.—St. Louis Cycling Club's annual 20 miles Forest Park handicap road race; open.

August 29, Brooklyn, N. Y.—Century Road Club Association's annual veteran's century run to Sayville and return; open.

August 29, Valley Stream, N. Y.—Empire City Wheelmen's 15 miles first unpaced road race; open.

August 29, Brooklyn, N. Y.—Century Road Club Association's annual veterans' reunion and century run; open.

September 6, Wildwood, N. J.—Motor Club of Wildwood's 12 hours motorcycle road race; open.

September 12, New York City.—Century Road Club of America's pleasure trip to Rye Beach and return; open.

vicinity, of which about seven are used regularly on the streets, and the high tax has put a little damper on prospective buyers. The roads in this part of the country are very bad and it takes a lot of nerve to make a long trip. It seems to me that the Arkansas legislature could afford to present a bonus to every purchaser of an automobile or motorcycle instead of giving cities power to levy a tax against the real makers of good roads. But the councilmen have got to live, too, so I guess we should keep quiet.

Your paper is enjoyed very much and is always looked for eagerly.

TALBOT FIELD, Little Rock, Ark.

No Six Hours Record Established.

Editor of the Bicycling World:

Will you please let me know what machine was ridden by the winner of the motorcycle race on July 19 on the Coliseum track at Los Angeles in which a record for six hours was made?

JOE MARTIGNONI, Kansas City, Mo.

[The race was won by M. J. Graves, on an Indian, but no record for six hours was established. The race was run on the two-hours per day plan and to be recognized as a record any performance must be continuous. Only the two hours record was broken.]

BERNARD THE KING PIN AT AURORA

Milwaukee Rider Takes Five Firsts in Motorcycle Races—Tormey Meets with Persistent Hard Luck.

The mere fact that Harvey Bernard of Milwaukee did not win every race at the annual meet of the Aurora (Ill.) Motorcycle Club, held upon the half-mile track in that city on Saturday last, 24th inst., was not Harvey's fault. There were six events on the program and Bernard won five of them. The only reason he did not win the other one was due to the fact that it was restricted to private owners, which rendered him ineligible.

It further might be stated that there was great jubilation and joy unconfined in Milwaukee on Saturday night when Bernard dispatched a Perrylike message to the makers of the Harley-Davidson manufacturers. It was laconic:

"The enemy are our'n. Licked 'em six straight."

As previously stated the meet was the annual gathering promoted by the Aurora Motorcycle Club, and Aurora's hopes were centered in J. S. Tormey, but the hopes were vain. Tormey had a bad day and failed to show.

The first crack out of the box was a 50 miles free-for-all Saturday morning, which, by the way, had been reduced from 100 miles. Bernard struck a winning stride from the start and kept it up until the last 15 miles, when he had to change to another machine, because of a short circuited magneto terminal. His lead at that time was such, however, that he coasted into an easy victory in 1:10:11. A. Brier, Thor, finished second.

The remainder of the program was finished in the afternoon before a large crowd. The first event was a five miles free-for-all in which Bernard defeated Jack Delevan, Thor, with Oakley Fisher, Harley-Davidson, third. Tormey did not finish. In the ten miles event Tormey had more bad luck and was compelled to quit, leaving Bernard and Fisher to fight it out between themselves. Bernard won in 13:51.

Tormey's hoodoo seemed to pursue him relentlessly for in the 15 miles scratch he again had trouble and was compelled to drop out of the running. The race again was between Bernard and Fisher the former winning in 20:44, exceptionally fast time for a half mile track. Besides Bernard and Fisher, Guy Green, M-M, started in the 20 miles manufacturers' scratch, but he did not figure. Green is a professional, and is under permanent suspension by the F. A. M., but apparently no one knew it, and he did not enlighten them.

Bernard completed his afternoon's sweeping by leading Fisher home in 28:07, the fastest time of the day.

An added attraction was a five miles

scratch for private owners, for which eight riders lined up. This was one of the closest contests of the afternoon, William Walsh of Chicago, on a Harley-Davidson, defeating F. E. Beck, of Joliet, mounted upon the same make of machine, in 7:25½. Tormey finished third and Sid Hall fourth. The summaries:

Fifty miles free-for-all—Won by Harvey Bernard, Harley-Davidson; second, A. Brier, Thor. Time, 1:10:11.

Five miles free-for-all—Won by Harvey Bernard, Harley-Davidson; second, John



HARVEY BERNARD

Delevan, Thor; third, Oakley Fisher, Harley-Davidson. Time, 6:41½.

Ten miles scratch—Won by Harvey Bernard, Harley-Davidson; second, Oakley Fisher, Harley-Davidson. Time, 13:51.

Fifteen miles scratch—Won by Harvey Bernard, Harley-Davidson; second, Oakley Fisher, Harley-Davidson. Time, 20:44.

Twenty miles, manufacturers, scratch—Won by Harvey Bernard, Harley-Davidson; second, Oakley Fisher, Harley-Davidson. Time, 28:07.

Five miles for private owners—Won by William Walsh, Harley-Davidson; second, F. E. Beck, Harley-Davidson; third, J. E. Tormey, Thor; fourth, Sid Hall, Indian. Time, 7:25½.

Government Forbids Open Mufflers.

Open muffler fiends have been barred from the national parks in the District of Columbia by an order which just has been issued, prohibiting machines with open mufflers from entering or being operated in the parks, and the District commissioners also have drafted regulations forbidding open mufflers in Washington or other built-up parts of the District, with heavy penalties for violation. The open muffler nuisance is almost rampant in the capital.

LONG RACE OVER MINNESOTA ROADS

Minneapolis Motorcyclists Decide the Club Championship—Michaelson Wins in a Fast 144 Miles Ride.

What doubtless was the longest club championship race ever held took place in Minnesota Friday morning last, 23d inst., when the Minneapolis Motorcycle Club held its annual 144 miles road championship between that city and St. Cloud, the course being out and back. J. M. Michaelson, riding a 6 horsepower Minneapolis two-speed, was the first of the ten starters to finish, his time for the distance being 4 hours 1 minute. Guy W. Webb, on a 4 horsepower Harley-Davidson, who finished second, won in the single cylinder class.

The first half of the race, or the stretch from Minneapolis to St. Cloud, was highly exciting for at some time or another each rider had the honor of leading the field in a wild chase over country roads, filled with sand patches and rough spots. Fortunately there were no accidents, although frequent spills were not unknown.

The ten riders were dispatched from Minneapolis at intervals of one minute, Webb, on a Harley-Davidson, being the first to receive the signal. He was followed in order by Carl Johnson, 3½ N. S. U.; Albin Anderson, 4 Harley-Davidson; B. D. Wolff, 4 Harley-Davidson; F. P. Chapman, 4 Harley-Davidson; R. W. Gates, 3½ Harley-Davidson; J. M. Michaelson, 6 Minneapolis Two-Speed; B. C. Ostrander, 4 Harley-Davidson; William Bucholz, 5 Indian, and Charles A. Egeberg, 4½ Royal Pioneer.

Johnson, Chapman and Egeberg met with misfortune before reaching St. Cloud, but all the other riders made the turn and finished. It was a real race up to the time St. Cloud was reached, as Michaelson, Wolff and Bucholz turned the corner at practically the same time. Anderson was third around the turn, followed by Webb and Gates. Webb had run out of gasoline and was compelled to pedal his machine two miles before he could get his tank filled.

Michaelson cut loose on the home stretch, covering the 72 miles in 1 hour 54 minutes, which with 2 hours 7 minutes for the first half, made the total time for 144 miles 4 hours 1 minute. Webb also rode like a fiend on the return trip, his time being 1 hour 57 minutes. Michaelson's spoils for winning were a pair of Kokomo motorcycle tires and a leg on the Theim championship cup, which must be won twice. Webb came in for a medal and a lot of merchandise. The summary:

1 J. M. Michaelson, 6 Minneapolis.	4:01:00
2 G. W. Webb, 4 Harley-Davidson.	4:51:00
3 B. C. Ostrander, 4 Harley-Dav....	5:13:40
4 L. D. Wolff, 4 Harley-Davidson..	5:14:00
5 Wm. Bucholz, 5 Indian	6:06:00
6 Albin Anderson, 4 Harley-Dav..	6:58:00
7 R. W. Gates, 3½ Harley-Davidson	7:24:00

F. A. M. REVISIONISTS SEE A LIGHT

Suddenly Decide to Change "Finally Adopted" Rules—Ovington, Clubs and F. A.

M. Allies Declare Themselves.

Although the eight members of the F. A. M. revision committee who were not present at the only meeting ever held to perform its work of overhauling the competition rules, were told when mailed copies of the rules drafted by the six members and others at that meeting, that there was no time for changes or discussion, and that they must swallow them whole or not at all, someone since has seen a ray of light and discovered that changes still can be made when someone finds it advisable to make them. And at least one change will be made.

Instead of providing merely for private owner and trade rider classes, a professional class will be added.

This announcement was made under stress of circumstances on Thursday evening last by President Ovington, who appears to have taken entire charge of the matter. He stated that "the committee" had decided to make the change, but the announcement was the first information that some members of the committee received as to what they had decided to do.

Despite previous official announcement that the rules as drafted had been "finally adopted," and a date fixed for their effectiveness, Mr. Ovington also stated that they would not be so "railroaded," but would be submitted to the annual meeting of the F. A. M. for discussion and adoption—which procedure would have been forced on the committee, anyway.

The statements were made at the meeting of the New York Motorcycle Club on Thursday evening when R. G. Betts, former president of the F. A. M., and an advocate of straightout amateurism and professionalism, forced the declarations by introducing a resolution protesting against the proposed new rules. The resolution expressed "emphatic disapproval of and disagreement with the proposed new rules or any similar rules which seek to abolish amateurism and the right of every man to choose his order of sportsmanship." Mr. Betts stated the reasons for his opposition, and then Mr. Ovington made his several announcements. He defended the rules and himself and the action and nature of the committee's meeting at great length, and talked so much about the *Bicycling World*—and he is a rapid fire talker—as to suggest that this publication and not the proposed rules was the issue at stake. He read a long closely typewritten statement, which later he admitted that he himself had prepared, but which he said had been signed by the manufacturers and others who had voted for the new code at the committee meeting. It dealt wholly with the alleged "false and misleading state-

ments" regarding the committee and its rules that had been made by the *Bicycling World*, most of which appeared to be opinions and interpretations at variance with those held by Mr. Ovington. The lengthy document apparently had been prepared for publication or for reading at the annual meeting of the F. A. M. at Indianapolis, so that F. A. M. members will have opportunity to fortify themselves for the infliction.

About the most remarkable feature was the admission that it was common practice to hire racing men in the guise of travelers, bookkeepers, etc., and to pay them not only salaries, but bonuses. Although it permits the Tom Ecks, Longboats, Jack Johnsons, et al., to compete as private owners, Mr. Ovington maintained that his definition of that class constitutes a better definition of an amateur than is contained in the existing F. A. M. rules, and added that it would be easy to spot bogus p. o.'s, but he supplied no diagram. He declared that he was a good American, didn't care a snap of his fingers for the Englishmen, didn't care a rap for the Amateur Athletic Union of this country, or for the F. A. M.'s alliance with that powerful body, and considers that alliances with foreign organizations are more desirable. He said he had given lots of time and effort to the F. A. M. and declared he would not again accept the presidency of it if paid \$1,000 per month.

For reasons that only can be conjectured, Ovington appears anxious to prevent discussion of the proposed rules by the various clubs. At a previous meeting of the New York club he shut off discussion by a motion to adjourn and on Thursday night, immediately after he finished his talk, he sprang another parliamentary gag rule which served the same purpose and prevented Betts from making reply to him. When a rising vote on the resolution was taken, it seemed to be carried, but though the gag rule applied to him also, Ovington, despite the efforts of the president, insisted on talking, pointing out that with the professional class provided for, the rules would not be "similar rules" and that no one would be professionalized against his will. The professional definition had not been disclosed, but Ovington's out-of-order assurances served to change some five votes and the resolution was lost, 8 to 11, at least ten members not voting at all. Some of them afterwards stated that they were too much mixed to understand the situation, while others appeared to think it a personal squabble between Betts and Ovington. The latter holds the rather unusual view that the discussion should be restricted to the F. A. M. annual meeting.

That this idea is not held by others, is instanced by the action of at least two other clubs, both affiliated with the F. A. M., and both of which have condemned the proposed new rules and protested against their adoption. On Monday night, the Consolidated Motorcyclists of Keene, N. H., enacted the following resolution:

Whereas, At a special meeting of the

Consolidated Motorcyclists (Incorporated), affiliated F. A. M. club No. 20, held at Keene, N. H., July 25th, 1909, for the purpose of discussion and consideration of the proposed changes in the F. A. M. competition rules as submitted by the committee appointed to revise the same, and the undersigned being appointed a committee by vote of said corporation to draft resolutions as to the sense of said meeting, now therefore, be it

Resolved, That said corporation condemns the action of said revision committee and the proposed rules as being unjust, irregular and detrimental in the extreme to motorcyclists and motorcycling in general, and that we hereby formally protest against the adoption of said proposed rules.

The resolutions were signed by H. C. Dean, A. J. Griffith and C. C. Wilber, the latter of whom is the officially nominated candidate for the vice-presidency of the F. A. M. Eastern District.

On Tuesday night the Concourse Motorcycle Club of New York City expressed its opposition in these terms:

Resolved, That it is the sense of this meeting, that the proposed new competition rules of the F. A. M. are unfair and unsportsmanlike, and that the Concourse Motorcycle Club, as an affiliated club, go on record as opposing and protesting against their adoption and pledging itself to the maintenance of amateurism.

How the two strong allies of the F. A. M., the Amateur Athletic Union and the National Cycling Association view the threatened situation, was disclosed by the utterances of James E. Sullivan, president of the A. A. U., and R. F. Kelsey, chairman of the N. C. A. board of control, when their opinions were invited.

"It will prove a great mistake—a grave error," said Mr. Sullivan, when his views were sought. "With thirty years' experience to guide me, I think I safely may say that where there is no amateurism there is no sport. If the Federation wipes out the amateur distinction and permits amateurs and professionals of any sport to mix, it will drive away and keep away the most desirable elements and lower the tone and standard of motorcycling; and anything that serves that purpose cannot well avoid injuring the industry. According to the A. A. U. law, I do not see how we could issue a registration card to, or otherwise recognize as an amateur any man who competes under such rules, and you can quote me as saying that, if they are adopted, I certainly will recommend the cancellation of our alliance."

Mr. Kelsey was even more emphatic in giving his opinions.

"The N. C. A. could not stand for that sort of thing," he declared. "The two classes are necessary for the preservation of sport, even if it is not always possible to keep amateurism as clean as might be desired. Wipe out the distinction and chaos will result. We most assuredly would not recognize or accept such private owners and trade riders as amateurs and I have no hesitancy in saying that if they are created our alliance with the F. A. M. will be terminated."

CAMDEN-ATLANTIC CITY ROAD RACE

**Sullivan, a Limit Man, Proves a Surprise—
Taylor Takes Time Prize—Punctures
Pursue Low Markers.**

From a field of 26 starters, all but two of whom finished, F. E. Sullivan, of Atlantic City, won the fifth annual Camden-Atlantic City road race on Sunday last, 25th inst. Sullivan started with a handicap of 50 minutes and covered the distance in 3 hours even. Thomas S. Taylor, of Baltimore, who started with a handicap of 10 minutes, won the first time prize by covering the distance of 60 miles in 2 minutes 54 seconds.

For genuine surprises the race was the most notable ever held over the famous White Horse pike in southern New Jersey, and it was arranged this year by W. R. Stroud and George W. Robb, two stimulators of cycling interest in Philadelphia and the outlying districts.

The race started in the morning from the usual starting place opposite the city hall in Camden, N. J., the course being from there over the White Horse pike into Atlantic City. Although 34 riders had entered, only 26 showed up in time for the start. Oscar Tegge, of Philadelphia, was the first to make his departure, with an allowance of 55 minutes.

The first 16 miles of going was rough in spots and heavy because of fresh tar on the roads, but from Berlin, 16 miles out, to Egg Harbor City, 42 miles, the roads were excellent. Then followed 13 miles of loose gravel roads to Pleasantville, and a fine five miles stretch of boulevard into the seashore resort. With the exception of two stretches at right angles to the course the wind was favorable.

The race soon assumed the proportions of a luck contest, punctures severely handicapping some of the low markers. J. L. Grogan punctured four times and rode 20 miles on the rim, while Thomas S. Taylor, the Baltimore crack who made the fastest time, had three punctures. H. Hill was another rider whose tire went flat three times. King and Sommers had two punctures each.

At four miles out W. R. Stroud, Charles Van Doren and Richard Hemple—the scratch men—overhauled George W. Harris, who had started five minutes before them. Hemple found the going too fast and dropped back at this juncture, Van Doren, after refusing to set any pace, following suit at 8 miles. The first time taken was at 17 miles, Harris and Stroud passing at 40 minutes. Then Harris got his troubles all in a bunch. He punctured at 24 miles, and Stroud stopped to help him. Once was not enough and within the next six miles Harris punctured three more times. While Stroud and he were fixing up the tire Van Doren and Hemple passed. Harris punctured again at 43 miles, and

another time at 50 miles, finishing the last 10 miles on the rim. After the fifth puncture Stroud left Harris and finished alone. Hemple broke his chain at 42 miles.

The surprise of the day was the riding of young Sullivan. He always has ridden with the limit men and never has shown better than sixth. There was, it is stated, a smell of gasoline about him when he finished and subsequent talks of protests, but as none were made the order of finish will stand as made.

Although he did not make the fastest time, F. W. Harris, Jr., will not go unre-



THOMAS S. TAYLOR

warded. He won a silver loving cup for making the fastest time on a Pope bicycle, while Behrens, who finished just behind him, gets a prize for making the fastest time on a Pierce bicycle. Harris, Jr., also wins the school boy prize. The Buffalo Specialty Co.'s fountain pen for the first messenger boy went to J. C. Davis, of the Philadelphia central office. J. Boyd Lytle, 37 years old, received a Persons saddle for being the first oldest rider to finish. Following is the summary:

	Hdcp.	Time.
	Min.	H.M.S.
1 F. E. Sullivan, Atlantic City.	50	3:00:00
2 G. Stokes, Atlantic City.....	50	3:16:29
3 Bruno Berg, Phila.....	33	3:00:45
4 F. W. Harris, Jr., Phila.....	24	2:55:00
5 H. F. F. Behrens, Olney....	28	2:59:49
6 Walter Collins, Atl. City....	40	3:14:32
7 Jos. Baumgard, Phila.....	22	2:58:45
8 Thos. S. Taylor, Baltimore..	10	2:54:00
9 C. Karcher, Phila.....	33	3:20:27
10 J. Boyd Lytle, Phila.....	36	3:30:00
11 J. C. Davis, Phila.....	40	3:35:00
12 Chas. Van Doren, Atl. City..scr.		2:55:15
13 H. Hill, Phila.....	16	3:11:00
14 T. V. Robbins, Phila.....	38	3:34:13
15 Oscar Tegge, Phila.....	55	4:11:00
16 Jas. Farley, Atl. City.....	52	3:53:12
17 Richard Hemple, Atl. City..scr.		3:05:09
18 Jos. Augustin, Phila.....	24	3:34:25
19 W. R. Stroud, Phila.....scr.		3:19:00
20 J. Heidenfelder, Phila.....	31	3:53:30
21 Phil E. Kelly, Phila.....	16	3:38:00

MORAN UNFORTUNATE AT BOSTON

**Punctures and Other Troubles Prevent His
Finishing—Collins the Victor Behind
Pace—Two Amateur Events.**

Repeated mishaps cheated James F. Moran of victory in what promised to be the fastest motor paced race of the year at the Revere Beach (Mass.) saucer last Saturday, 24th inst. Moran rode against Elmer L. Collins and Peter Drobach in the 25 miles motor paced race, when on the second lap of the second mile the former Chelsea milkman punctured. He changed wheels only to have the rear tire on his pacing machine explode. Drobach was also unpaced and the referee ordered the race stopped and restarted.

At the second getaway Collins opened up 30 yards on Moran in the first mile. The positions were unchanged up to three miles when Collins began to gain. At five miles he had three-quarters of a lap on Moran and at seven miles was still doggedly trailing him. By this time the pace had told on Drobach and he ceased to be a factor. For eight miles Moran hit up a terrific clip in the evident determination to ride Collins off his feet and get back the three-quarters of a lap which he was behind. At the 15th mile, when Moran seemed in a fair way to overhaul Collins his handle bar snapped and he was compelled to quit. Up to that point the race had been the fastest this season, Collins's time for the 15 miles being 21 minutes 57 $\frac{3}{4}$ seconds. Collins continued to lap Drobach at will and when the finish gun popped he had an advantage of eight laps. Tom Connolly won the five miles lap race with 124 points, Con Connolly second, and F. O. Stillman, third. In the handicap the back markers could not close the gaps, the race going to Stillman, from 50 yards. The summaries:

One mile handicap, amateur—Won by F. O. Stillman (50); second, J. Grant (90); third, Charles Helander (80); fourth, Tom Connolly (scratch). Time, 2:08 $\frac{1}{4}$.

Five miles lap, amateur—Won by Tom Connolly, 124 points; second, Cornelius Connolly, 96 points; third, F. O. Stillman, 65 points; fourth, A. Hayes, 54 points. Time, 11:29 $\frac{3}{4}$.

Twenty-five miles motor paced, professional—Won by Elmer L. Collins, Lynn, Mass.; second, Peter Drobach, Boston; third, James F. Moran, Chelsea, Mass. Time, 36:46 $\frac{3}{4}$.

Wiley Wins Over Simar at Paris.

George Wiley evidently has found his stride. At the Velodrome Buffalo meet in Paris, July 18, Wiley and Simar met in a three heat motor paced match. Wiley punctured in the first heat, allowing Simar to win by 3 $\frac{1}{2}$ laps. In the second and third heats the little American was victorious.

SPRINGFIELD'S MEET POSTPONED

Morning Rain Caused an Unnecessary Setting Back of the Opening Program—
Motorcycle Record to Fall.

The weather man played a mean trick upon Jack Prince and other sponsors for the new 3 laps motorcycle track at Springfield, Mass., on Saturday last, 24th inst., the day set for the opening of the saucer. It

construction in that it is a perfect circle, and for that reason, because there are no sudden turns into banks or stretches, it is deemed the safest saucer track yet constructed.

A great many persons doubtless imagine that it is impossible to ride slowly upon a track banked to 45 degrees. It therefore was a revelation to those who witnessed last Saturday the antics of several small boys on bicycles. They rode around the top of the steep banking as slowly as 6

inches more than the required 5,280 feet to the mile. It is but 20 feet wide, however, which will not permit of the safe starting of more than four men in scratch events.

Briton's Six Days Reliability Run.

Great Britain's motorcycle classic, the annual six days reliability contest of the Auto-Cycle Union, which occurred July 5-10, and which entailed 1,024½ miles of travel, brought 74 contestants to the tape, of whom 50 survived, 42 finished with perfect scores. The only American machines entered were two 5 horsepower Indian twins ridden by W. H. Wells and G. Lee Evans. Wells finished in the honor division, and Evans, after maintaining an unblemished record for five days, was put out on the final leg by a seized piston. F. C. Wood, a private owner, riding the only N. S. U. entered, a 4 horsepower single, was among the gold medalists. Twenty-five of the machines entered were twins.

Four side-cars started and three of them died en route, while the fourth was barely able to live to see the finish. Quite out of the ordinary was the presence of a gentleman of the cloth, Rev. Basil Aston, among the competitors, and he showed that he was not out of his element by qualifying in the honor class. A triple tie resulted in the contest for the team prize, for which eight teams competed. The roads for the most part were good, but many stiff hills were encountered. Rain fell on two days, being mostly showers, and for the rest of the time the riders were favored with fair weather. Three hill tests were held in connection with the contest. The first was on Dinas Mawddwy, an easy grade with good surface. Forty-three machines failed to make the climb, and two of the side-cars had to drop their passengers. Of the 18 who conquered the hill, eight pedaled. For the second climb, Blaenau Festiniog was the scene of battle. The grade was easier than that of the previous hill, but the surface was poor. Better results were attained this time, 45 machines reaching the summit, 14 of which were pedal assisted. The failures numbered 13. Another climb was on the card on the final day's run, Birdlip being the mound which was attacked. Of the 52 who were left to essay the climb, 34 accomplished the feat, of whom 9 resorted to the pedals, and the remaining 18 walked.

Walthour and a Fountain Pen.

Robert J. Walthour, the American pace follower, now riding in Europe, is a keen business man as well as a crack rider. He never lets slip a chance to turn his name to financial profit. Witness the following testimonial which appeared in the last issue of *La Vie au Grand Air*, set off by a picture of Walthour mounted on a bicycle, and holding a fountain pen in his hand:

"After using your pen Blank I find it the most perfect pen I have ever used. (Signed) Robt. Walthour."



JACOB DEROSIER AND CHARLES SPENCER TRYING OUT THE NEW TRACK

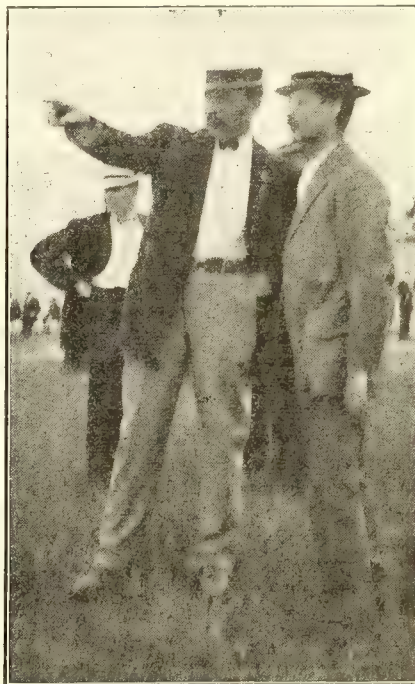
rained hard in Springfield and the surrounding country in the morning, and as he wanted to have an auspicious inauguration Prince at 9 o'clock postponed the opening for one week. Before noon, however, the sun was shining brightly, and at 3 o'clock, the hour set for the opening, the sky was blue, and the track and grounds perfectly dry. As the postponement was announced from the front of the local street cars, the Springfield people were apprised of the fact, but there were more than a hundred visitors from New York and other nearby cities, who, of course, did not know of it and naturally were considerably disappointed.

The track will be opened this afternoon (Saturday) with the same card that was proposed for last Saturday, increased by two events for fully equipped stock machines. That the track will produce long strings of world's records was demonstrated on Saturday last, when Fred Huyck donned his red tights, and for the benefit of the crowd that had gathered, reeled off mile after mile inside of 50 seconds; a Bicycling World man clocked one mile in 46⅓ seconds.

The Springfield track, as now is generally known, measures three laps to the mile, and inaugurates a departure in saucer track

miles an hour, and as easily as though on a perfectly level road.

There will be no doubt as to the authenticity of any records made upon the new Springfield Stadium. It has been officially surveyed and measured 7 feet 7 inches more than is necessary to the lap, or 22 feet 9



JACK PRINCE POINTS OUT TRACK'S FEATURES

CLARKE WINS THE MILE TITLE

Bad Fortune Pursues Kramer in Championship Series—Lawrence Heads Amateurs—Novice in Heady Race.

If any rider ever was entitled to sympathy that rider is Frank L. Kramer. At the beginning of the season it was apparent that there was no rider in America, or in the East at least, capable of giving Kramer a battle for the national championship, which title the aggressive-jawed Orangeman has held for some ten years. Manager John M. Chapman, of the Newark Velodrome, therefore brought A. J. Clarke, who previously had beaten Kramer in America, over from Europe as the man most likely to wrest the title from Kramer, or in any case give him a battle royal for the honor. Poor Kramer has not had a run for his money. In the two championship races which have been run a punctured tire prevented him from finishing in both instances and these misfortunes have given Clarke a big lead with 10 points—a lead that it is possible for Kramer to overcome before the series of championship races shall have finished, but not unless he succeeds in winning practically every race of the series from now on.

Clarke, always a popular boy, certainly showed his sterling sportsmanship in the mile championship at the Newark Velodrome last Sunday afternoon, 25th inst. Kramer punctured and Clarke immediately held up his hand to signify that he would be willing to ride the race over and give Kramer an easy chance. But there were other things to be considered and the race was finished, Clarke winning by "miles" over Root and Krebs, who also had qualified in the final heat.

There was some little argument over the arrangement of the semi-final heats. The referee wanted to shift Joe Fogler from the second semi-final to the first, but Krebs and John Bedell refused to stand for it. Jack Neville, Kramer's trainer also protested that Fogler and Fenn would team against Kramer, Root also being in the heat. If Fogler and Fenn were teamed the combination was a senseless one. Kramer scented trouble and made his bid early. Root was wise enough to get a good position and was instrumental in shutting out both Fogler and Fenn.

As Clarke and Krebs finished in that order in the other semi-final the final heat started with them and Root and Kramer lined up. After riding a lap Kramer had to stop because of a puncture and a groan went up from the multitude, as it was apparent that neither Root nor Krebs could give Clarke a real fight. And so it proved. When Clarke unwound it was all over but the shouting. Root made a desperate effort to beat Krebs, but failed by the narrowest kind of a margin after nearly throwing

himself out of the saddle by a herculean finish jump.

In the three miles handicap Kramer and Clarke both started from scratch, but by a pretty jump Tommy Smith, from the limit of 150 yards, managed to catch the honor markers and refused to be shaken off. Kramer went out with a puncture and Clarke did more than his share of pulling up the low-markers, Smith in the meantime hanging on for dear life. In the final sprint Smith was shaken, but he won the race by a half lap, while Clarke made a marvelous double sprint and beat Fenn for second money by a dozen lengths. Fred West was fourth.

In the mile invitation Norman Anderson showed both generalship and speed. He got a good position at the bell and in a driving finish beat John Bedell, Menus Bedell and Fred West, who crossed the line in the order named.

Whether or not Percy O. Lawrence can win championship races he certainly can clean up the boards in all other events. On Sunday afternoon last Jacob Magin had to be content with second place in the unlimited pursuit while Lawrence exhibited rare skill in the five miles open. For a while it seemed that Lawrence would be pocketed in the final laps, but he managed to extricate himself in time from an apparent combination between Magin, Jokus and others, and rode the former off his feet, Passenger sliding in for third.

The novice race went to Chester A. Smith, of Baldwins, L. I., in easy fashion. There is one thing sure and that is that if Smith has never ridden before he must have watched professional bicycle races for some few years. He exhibited the speed of a Kramer and the tactics of Friol. The summaries:

One mile novice—Won by Chester A. Smith, Baldwins, L. I.; second, Walter Cole, Newark. Time, 2:49.

One mile national championship, professional—Won by A. J. Clarke, Australia; second, Floyd Krebs, Newark; third, E. F. Root, Melrose; fourth, Frank L. Kramer, East Orange. Time, 2:15.

Unlimited pursuit, amateur—Won by Percy O. Lawrence, Roy W.; second, Jacob Magin, N. T. V. W.; third, Jerome Steinert, Roy W. Distance, 3½ miles. Time, 7:42.

One mile invitation, professional—Won by Norman M. Anderson, Denmark; second, John Bedell, Newark; third, Menus Bedell, Newark; fourth, Fred G. West, San Francisco. Time, 2:14½.

Five miles scratch, amateur—Won by Percy O. Lawrence, Roy W.; second, Jacob Magin, N. T. V. W.; third, Joe Passenger, Newark; fourth, Ernest Jokus, N. T. V. W.; fifth, Jerome Steinert, Roy W. Time, 11:13¾.

Three miles handicap, professional—Won by Thomas Smith, Newark (150); second, A. J. Clarke, Australia (scratch); third, W. S. Fenn, Bristol (40); fourth, Fred G. West, San Francisco (160). Time, 5:58.

FAST NIGHT RIDING AT NEWARK

Collins Turns the Tables on Moran—Carmen Defeats Lawrence—Stein Ties Fogler in Whirlwind Handicap.

It was a night of triumph for Elmer L. Collins at the Newark (N. J.) Velodrome on Wednesday, 28th inst. Ever since his defeat by James F. Moran a week ago, Collins has been smarting under the gibes of Moran's friends. Feeling between the two riders reached such an acute stage that Collins demanded a return match and offered to bet \$100 on his chances, which Moran promptly covered.

The match came off Wednesday night and it was different from the previous race between these two crack pace followers in that they started from opposite sides of the track, a race much to Collins's liking, as he is a quicker starter than Moran. Contrary to general expectations, Moran led for the first five miles, when Collins unwound a pretty sprint that brought him up to within a few yards of Moran. He failed in an effort to go by, however, and also was fought off by Moran on two other occasions. Moran, always a strong plugger, made a strong sprint at 18 miles and pulled away from Collins, but the time before the finish was too short to allow him to make up the advantage the Lynn rider had gained. When the gun denoted 20 miles Moran was only 30 yards behind Collins. If the announced time of 26 minutes 36 seconds is correct, it was the fastest race ever held on the Newark Velodrome.

Another surprise of the meet was the defeat of Percy O. Lawrence in his match against Clarence Carmen, who already has won two of the titular races for the amateur championship. Lawrence's win in the first heat came by a quick jump on the first turn of the last lap, getting into the lead and staying there. In the succeeding heats Carmen gradually worked up to a sprint and then when Lawrence made his jump he was ready to meet it, speed for speed. Lawrence could just get even on the stretches, but would fade on the turns. Each heat was decided by about a length. Carmen certainly showed himself a heady rider with barrels of speed.

Had either Kramer or Clarke won the one mile repechage handicap from their position on scratch it is likely that a world's record would have resulted. The race was so fast that the track fairly sizzled. All the long markers were determined to make the cracks ride all in to win and they certainly showed that they meant it. Clarke claimed that Kramer gave him a couple of switches or he would have gotten up. The finish looked like a victory for Joe Fogler when Stein suddenly came up in a whirlwind sprint and crossed neck and neck with Fogler. The judges thought it so close that they called it a tie. Clarke gave a lit-

the kick on the stretch and came in ahead of Kramer for third money. The time was 1:51 $\frac{1}{2}$.

Floyd Krebs, Al Halstead and John Bedell put up an exciting finish in the one mile invitation for professionals, finishing in the order named. Jacob Magin won the three miles handicap from scratch, defeating Lawrence, who started from the same mark. Ernest Jokus was third and Maurice Vanden Dries fourth.

The summaries:

One mile match between Clarence Carmen, National A. C., and Percy O. Lawrence, Roy W.—First heat won by Lawrence. Time, 3:35. Second heat won by Carmen. Time, 4:42. Third heat and match won by Carmen. Time, 5:44.

One mile repechage handicap, professional—Tie between Joe Fogler, Brooklyn (30), and Charles Stein, Brooklyn (110); third, A. J. Clarke, Australia (scratch); fourth Frank L. Kramer, East Orange (scratch). Time, 1:51 $\frac{1}{2}$.

Three miles handicap, amateur—Won by Jacob Magin, N. T. V. W. (scratch); second, Percy Lawrence, Roy W. (scratch); third, Ernest Jokus, N. T. V. W. (30); fourth, Maurice Van den Dries, New York City (110). Time, 6:18 $\frac{3}{4}$.

One mile invitation, professional—Won by Floyd Krebs, Newark; second, Alfred Halstead, Sacramento; third, John Bedell, Newark. Time, 2:05.

Twenty miles motor paced match, professional—Won by Elmer L. Collins, Lynn, Mass.; second, James F. Moran, Chelsea, Mass. Time, 26:36.

Albert Shock Resurrects Himself.

After being "dead" for a long number of years Albert Schock, who in the days of individual six days races, was internationally famous, came to life at Los Angeles, Cal., last week at his old vocation of riding a bicycle against a relay of horses. The affair was intended to have lasted six days, eight hours every day, but as less than \$50 was taken in at the gate on Monday, Tuesday and Wednesday, the contest came to an end on the third day. Although 53 years of age, Schock covered 20 miles and 2 laps in the first hour, his mileage for the first eight hours being 137 miles 2 laps. The relay of 20 horses, changed every mile covered 139 miles 4 laps. On Tuesday, 13th inst., Schock began to tire the horses, his total mileage for 16 hours being 271 miles 2 laps against 270 miles 1 lap for the animals. The race was held on the Fiesta Park Stadium, Schock riding on the bicycle track, which measures five laps, while the horses ran on the inside, six laps to the mile.

Butler Loses to Bruni in Holland.

Nat Butler lost the three heats paced race at Scheveningen, Holland, July 18, by one point. Bruni won the first by less than 30 yards, and the second by $\frac{1}{2}$ lap. Butler won the third heat by 4 laps. Dickentmann was last in each heat.

DROBACH STRONG BEHIND PACE

Wins in Decisive Style at the Clifton Stadium—Carmen Takes Both the Amateur Events Without Trouble.

Clarence Carmen and Peter Drobach divided honors at the regular weekly meet at the Clifton (N. J.) Stadium on Sunday afternoon last, 25th inst., Carmen taking both amateur events, while Drobach defeated a large field of pace followers in the 15 miles race behind motorcycles. Although the program contained only three events there were so many heats to the races that a diversified afternoon's sport was had by the 4,000 people present.

In the first heat of the one-third mile open Beyerman and Hofkin qualified, Schuster and Robinson colliding. In the second heat Brandes led all the way, but was nosed out at the tape by Anderson. The third heat was won easily by Clarence Carmen, Morton getting second. In the fourth heat Mishka led until the stretch, but was then passed by Bogle and Jounay, who finished in the order named. Beyerman, Hofkin, Anderson and Brandes lined up for the first semi-final the first named pair leading all the way. In the second heat Carmen led all the way, while Bogle surprised everyone by passing Jounay in the stretch. Carmen had the pole in the final heat, but he had to ride all out to prevent Beyerman from passing. The coming champion had the speed, however, and got what was coming to him at the box office. Bogle was third and Hofkin fourth.

In the motor paced repechage race at 15 miles, the riders were eliminated by three trial heats and one repechage heat, the distance of the preliminaries being 5 miles. In the first heat Fred Jones, of Passaic, and Charles Stein, of Brooklyn, had it out, Turville pacing Jones, and Hunter being up for Stein. The Brooklyn rider had a small gear and repeatedly lost his pace. Jones won by 1 $\frac{1}{2}$ laps. In his heat against Frank Galvin, Halstead could not hold the pace when Schultz took him up to go around Galvin and Ruden, the New Milford man winning easily. The third trial heat between Peter Drobach and W. L. Mitten was exciting. Drobach got away in front, and Mitten tried three times to pass him, but lost his pace at each struggle. In the repechage heat for losers, Halstead defeated Mitten without overworking himself, while Stein did not figure conspicuously in the running.

The final heat at 15 miles turned out to be a real battle royal. Although he drew third position for the start, Drobach got busy in the second lap and passed both Halstead and Galvin, the latter having started first. Continuing his sprint Drobach lapped Jones and then Galvin, and a mile later caught Halstead, again lapping Jones. Galvin got going in the 10th mile,

caught and passed Halstead and reduced Drobach's lead from 1 $\frac{7}{8}$ laps to an even lap. Drobach finished in 23:51. Galvin was one lap behind, Halstead four and Jones seven laps back of the winner. Turville paced Drobach, Ruden was in front for Galvin, Schultz for Halstead and Hunter for Jones.

The summaries:

One-third mile scratch, amateur—Won by Clarence Carmen, National A. C.; second, Adam Beyerman, Mohawk A. C.; third, John Bogle, Rutherford; fifth, Rend Hofkin, Paterson. Time, 0:44 $\frac{1}{2}$.

Fifteen miles repechage motor paced, professional—First heat (5 miles), won by Fred Jones, Passaic; second, Charles Stein, Brooklyn; time, 7:59. Second heat won by J. Frank Galvin, New Milford, Conn; second, Alfred Halstead, Sacramento; time, 8:01. Third heat won by Peter Drobach, Boston; second, W. L. Mitten, Davenport; time, 7:55 $\frac{3}{4}$. Repechage heat won by Halstead; second, Mitten; third, Stein. Time, 8:08. Final heat won by Drobach; second, Galvin; third, Halstead; fourth, Jones. Time, 23:51.

Miss and out, amateur—Won by Clarence Carmen, National A. C.; second, Adam Beyerman, Mohawk A. C.; third, E. J. Hollister, Salt Lake City; fourth, John Bogle, Rutherford, N. J. Time, 6:16. Distance, 2 $\frac{1}{2}$ miles.

Los Angeles's Strong Lights Law.

Los Angeles (Cal.) dressmakers are beginning to devise means of putting pockets into summer dresses in such a way that they will not show, and all because Los Angeles mothers and a good share of the young girls who go out by the day to look after future presidents of the United States, are saying that they must begin to carry matches. This is not because the irrepressible cigarette is becoming popularized in the far West, but all because of the new local ordinance which provides for universal lights to be carried on all vehicles at night. Like the old Connecticut "blue laws," the new Los Angeles law is rigorously specific, and exempts nothing that goes on wheels from the necessity of being "lit up" from one hour after sunset until one hour before sunrise. The ordinance was passed after long and strenuous combat between warring interests, and the section which deals with the universal lighting provision specifically mentions, motorcycles, bicycles, buggies, cabs, carriages, wagons, and everything that is propelled by hand, horse or power. Most stress in its enforcement is going to be laid on the drivers of market wagons and other heavy vehicles, in addition to motor vehicles, however, so that it is thought that the operators of "prams" and wheelbarrows have no immediate cause to fear the lockup.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

DOWNING DEFEATS DUER IN MATCH

Lawson Takes "Pro" Scratch Event and Schnell the Handicap—McCarthy and McCormack Amateur Winners.

Salt Lake City, July 21.—Although Ray Duer, the former Buffalo crack, a few weeks ago broke all the American motor-paced records from one to ten miles, records which had remained upon the books for many years, he found out last night that riding in time trials behind a 20 horsepower pacing locomotive upon a track that will stand a speed of almost two miles a minute is far different from riding in competition upon a small track and behind machines that offer less wind resistance. Duer was defeated in a ten miles motor paced match by Hardy K. Downing, the San Jose rider, who has the happy faculty of once in a while "putting 'em over." The match was the piece de resistance of last night's meet at the Salt Palace saucer and a crowd of 5,000 yelled themselves hoarse when they saw popular "Heady Hardy" riding the record holder off his feet.

For the start Duer drew the pole and shot away in the lead with Downing trailing thirty yards in the rear. Duer held his lead until the third mile had been reeled off, Downing gradually falling behind until he was half a lap behind the Buffalo rider. Then Downing suddenly developed a burst of speed which made the spectators gasp. He passed Duer in the fourth mile and in the next three maintained such a terrific speed that the latter was in desperate straits trying to avoid being lapped. In the ninth mile Duer dropped out and Downing finished alone. T. M. Samuelson paced the winner, and Whittler the loser.

The half mile open professional race was won by Iver Lawson, while Walker, who defeated Lawson in a match race last week could get no better than fourth place. F. E. Schnell won the two miles handicap in close to record time. "Burglar" McCormack justified his nickname by taking the unknown distance race from under the nose of Hume. McCarthy, the Canadian champion, won his first race on the track in the three-quarters mile handicap. A. E. Pye failed by a margin of one second in his attempt to break W. E. Samuelson's mile record of 1:52½, unpaced. The summaries follow:

One mile unpaced, against time, professional—By Ernest A. Pye, Australia. Time, 1:54½.

One-half mile scratch, professional—Won by Iver Lawson, Salt Lake City; second, Hardy K. Downing, San Jose, Cal.; third, Patrick Hehir, Australia; fourth, J. Gordon Walker, Australia. Time, 0:57.

Two miles handicap, professional—Won by Frank Schnell, Salt Lake City (110); second, Patrick Hehir, Australia (40); third, Norman C. Hopper, Minneapolis (80);

fourth, Iver Lawson, Salt Lake City (scratch). Time, 3:42½.

Ten miles motor paced match, professional—Won by Hardy K. Downing, San Jose, Cal.; second, Ray Duer, Buffalo. Time, 14:06.

Three quarters mile handicap, amateur—Won by Fred McCarthy (40); second, A. Taylor (45); third, J. B. Hume (35); fourth, Ed. Mayer (15). Time, 1:26¾.

Unknown distance, amateur—Won by Hal McCormack; second, J. B. Hume; third, Phil Wright; fourth, Ed. Mayer. Time 5:04. Distance, 2½ miles.

Long Standing Error Just Discovered.

A typographical error caused Salt Lake to work itself into a fever when the Bicycling World of July 17th reached that hot-bed of rabid bicycle "fans." In it was a story of how W. E. Samuelson rode a three miles unpaced trial against time at the Salt Palace saucer on July 9 in 6 minutes 18 seconds, which was claimed as a record, but which was not, the record being held by Titus in 5:32¾. It now appears that Samuelson did break the record, as Titus's old mark was 6:32¾, and not 5:32¾, as was supposed. Samuelson deserves full credit for his wonderful ride, especially as he rode the last two laps on a flat tire. And this is the way it happened. In the official list of records compiled for a New York almanac annually by R. F. Kelsey, chairman of the board of control, National Cycling Association, the record for several years has appeared as 5:32¾. The typographical error occurred several years ago and since escaped the notice of the chairman, for the reason that it had never been broken since. When his attention was called to the matter this week, Chairman Kelsey looked at his personal copy of the official records and discovered the mistake, and that Titus's record should have been 6:32¾. Samuelson, therefore will have his name inscribed as the holder of the record.

Taxes Bicycles 25 Cents, Motors \$2.

Riders of bicycles and motorcycles in Wichita, Kan., have been made the subject of a new ordinance, in which the gasoline contingent are put to severer requirements than the pedal pushers. No motorcycle may be ridden on the sidewalks, mufflers must be kept closed, and owners must pay \$2 per year for a registration tag. The cyclists, who pay only 25 cents for a tag, may ride on sidewalks that are not within two blocks of a paved street, provided the roadway is wet and impassable. The speed limits for both classes are six miles an hour when turning corners; eight miles at street intersections; ten miles within the first limits and twenty miles at other points.

De Mara Secures the "Little Prize."

Walter Rutt won the Grand Prix of the Danish Bicycle Club at Copenhagen, July 18, winning two of the three final heats against Poulain and Otto Mayer. The "little prize" was won by Walter De Mara.

NEW MAN STAKS IN SALT LAKE

Whittler Proves Himself a Motorcycle Expert in Race with Samuelson—Iver Lawson Again in Front.

Salt Lake City, July 24—If it accomplished nothing else in Salt Lake City this season it has indeed developed a new crack motorcycle rider—Fred E. Whittler. Once last season Whittler was ruled off the track because he wobbled so much that even the spectators were in danger. Last night he defeated T. M. Samuelson in a manner that left little doubt as to superiority. There is ample significance in the fact that he defeated Samuelson, because there are few who have ever done that trick, but when a motorcyclist can ride the center of an eight lap track in a 1:08 clip as steadily as a bicycle rider would in a two minute gait, he is deserving of more than passing recognition.

These two speed annihilators showed the "fans" the most exciting bit of motorcycle racing ever witnessed in Salt Lake City. They went after each other hammer and tongs in in three three-mile heats and the first and the final heats went to Whittler. This young man showed that he has the nerve to do anything, for when he attempted to pass Samuelson, when the pair were traveling at a 1:09 gait, the spectators expected to see Whittler dashed against the boxes. Nothing of the kind occurred, however, and Whittler went around on the top of the high banking as steadily and as easily as though he were turning out on the road for another rider.

Whittler had the pole in the first heat and Samuelson either did not have the nerve or the speed to pass him. In the second heat Samuelson had the pole and in a neck and neck race all the way Samuelson nosed out a winner in a blanket finish. The third heat was a pursuit and the men were sent away to a flying start from opposite sides of the track. Whittler came up to Samuelson before they had gone three laps and then went on around until he finished the last three laps neck and neck with Samuelson and beating him out by about a foot.

Iver Lawson came into his own again in the five miles professional and won it hands down. Pye paced him beautifully in this event and turned him loose in front of the bunch so that Lawson had but to hold his lead. Walker beat out W. E. Samuelson for second place, while Pye, despite his hard ride, got fourth money. The limit men had a walkaway in the half-mile handicap and set a killing pace. Carslake won the race from 75 yards, beating out Senhouse by inches. Burris finished third, with Hopper fourth.

Due to an error in scoring, Walter Bardgett did not break the world's two-thirds of a mile record for unpaced riding. He finished sitting up in 1:16, two seconds out-

side the mark which stands at 1:14 $\frac{3}{4}$.

The amateurs handed out one of those surprises that have become a feature of the Simon-pure events this year. This time it was young Thomas, the San Francisco rider, who upset the dope by winning the unlimited pursuit race. Phil Wright was looked upon as the winner, but before he got under way found himself tagged out by Thomas. Then the field narrowed down to Diefenbacher, Mayer and Thomas. The last named had plenty of speed and as a result, before the old stagers realized what was happening, Thomas had put them all out of the race. Wright won the two miles open from McNeill, with Mayer third and Hume fourth. The summaries:

Two-thirds mile unpaced record trial—By Walter A. Bardgett, Buffalo. Time, 1:16. (Record, 1:14 $\frac{3}{4}$).

Two miles scratch, amateur—Won by Phil Wright; second, Joe McNeill; third, Ed Mayer; fourth, J. B. Hume. Time, 3:54 $\frac{1}{2}$.

One-half mile handicap, professional—Won by Brownie Carslake, Australia (75); second, Steve Senhouse, Australia (60); third, Jack Burris, Salt Lake City (55); fourth, Norman C. Hopper, Minneapolis (50). Time, 0:54 $\frac{3}{4}$.

Unlimited pursuit, amateur—Won by L. Thomas; second, Ed. Mayer; third, Rodney Diefenbacher; fourth, A. Brodbeck. Distance, 2 miles 110 yards. Time, 4:28 $\frac{3}{4}$.

Five miles scratch, professional—Won by Iver Lawson, Salt Lake City; second, J. Gordon Walker, Australia; third, W. E. Samuelson, Salt Lake City; fourth, Ernest A. Pye, Australia; fifth, Steve Senhouse, Australia. Time, 9:54 $\frac{1}{4}$.

Three miles motorcycle match between F. E. Whittler and T. M. Samuelson. First heat won by Whittler. Time, 3:28 $\frac{3}{4}$. Second heat won by Samuelson. Time, 3:33 $\frac{3}{4}$. Final heat won by Whittler. Time, 3:25 $\frac{3}{4}$.

Grand Rapids Race Results in a Tie.

Joe Poisson and G. Stuart, the latter a negro, shared honors at the Comstock Park track, Grand Rapids, Mich., on Friday last, 23d inst. In the 5 miles for singles Poisson (Indian) and Frank Lemon (Thor) had a fine tussle, the former winning in 6:30. Poisson got into a rut and fell in the five miles for twins, giving Stuart, who also rode an Indian, an easy victory in 5:54 $\frac{3}{4}$. Poisson remounted and finished in front of S. Rosenthal. The following day Stuart went to Lansing, Mich., and won the five miles motorcycle race in 5:16 $\frac{1}{2}$, beating the time made by special racing automobiles.

Taylor Loses by an Untimely Fall.

Had he not suffered a fall in the third final heat "Major" Taylor might have won the Grand Prix of Roubaix on July 18. Taylor defeated Comes and Hourlier in the first final heat, but was beaten in the second by Houlier, who won the third after Taylor fell.

RACE MEET SIIRS TERRE HAUTE

Motorcycle Contests Prove Thrilling to Spectators—Marshall, Landers and Casebeer Divide the Honors.

Terre Haute, Ind., had a taste of motorcycle racing on Sunday last, 25th inst., and the three events that were held provided such exciting brushes that the large crowd of spectators were sorry when they were finished. All the events were handicaps, but the most exciting proved to be the 10 miles affair.

Frank Marshall, Thor, was given a lead of 1 minute 5 seconds, and he led all the way until the last turn of the eighth mile, when Casebeer, Harley-Davidson, who had run away from Frank Smith, Indian, the scratch man, closed the gap as they rounded the turn. The race down the stretch was exciting enough to bring the crowd to its feet. In the last mile Casebeer pulled away from Marshall and won easily in 13 minutes flat. Frank Strong, from 20 seconds, finished third.

The 5 miles handicap was another exciting race. Marshall again held the lead for the greater part of the distance, being overhauled in the fourth mile by Otis Landers, Excelsior. These two riders fought it out in the last mile, Landers finally winning by a couple of lengths.

With his 17 seconds handicap in the two miles race Marshall proved an easy winner. Landers and Casebeer, both on 8 seconds, fought it out for second place, the former getting the decision. The fastest mile of the afternoon was made in the ten miles race by Casebeer, the timers catching the last mile in 1:07 $\frac{3}{4}$, which the local reporters naively characterized as a "world's record on a flat track with four turns." The summaries:

Two miles handicap—Won by F. B. Marshall, 3 Thor (0:17); second, Otis Landers, 3 Excelsior (0:08); third, Forrest Casebeer, 4 Harley-Davidson (0:08); fourth, C. R. Smith, 5 Indian (scratch). Time, 2:56 $\frac{1}{4}$.

Five miles handicap—Won by Otis Landers, 3 Excelsior (0:20); second, Frank Marshall, 3 Excelsior (0:42); third, Forrest Casebeer, 4 Harley-Davidson (0:20); fourth, Frank Strong (0:20). Time, 6:32 $\frac{3}{4}$.

Ten miles handicap—Won by Forrest Casebeer, 4 Harley-Davidson (0:20); second, Frank Marshall, 3 Thor (0:65); third, Frank Strong (0:20); fourth, C. R. Smith, 5 Indian (scratch). Time, 13:00.

C. R. C. A. Reunion and Century Run.

Sunday, August 29th, with September 5th as a rain date, has been selected for the annual veteran's reunion and century run, under the auspices of the National Board of the Century Road Club Association, and as usual the course will be over the level Long Island roads, this year's route being from Brooklyn to Sayville and return. Although

termed a "veteran's century run," it is not strictly limited to veteran century riders, and R. A. Van Dyke, who will captain it, plans to make this year's reunion the largest in the history of the association. To assist this purpose entry blanks have been issued earlier than in former years. The run will consist of two divisions—one for bicycle and the other for motorcycle riders. The first division will leave the club house on Bedford avenue, Brooklyn, at 7 a. m. From Brooklyn the course will be via Valley Stream, Amityville, Bayshore and Sayville, 55 miles, returning to East Islip for dinner. The return trip will afford stops at Babylon, Freeport and Valley Stream, finishing at Jamaica, 101 miles. The pace for the bicycle division will not exceed 12 miles an hour, and slower if necessary, so that everyone will have a chance to qualify for the souvenir or century medal. Daniel M. Adey, president of the Century Road Club Association, as well as the National Cycling Association, will act as chief pace-maker, and he will have able assistance from J. W. Johnston, R. A. Van Dyke, C. R. Ruch, W. F. Jacobs and other well known century riders. The motorcycle division will meet the bicyclists at East Islip for dinner. This division is timed to finish at Jamaica at 5 p. m., making seven hours for the century, allowing an hour for dinner at East Islip.

Entries for the bicycle run are being received by R. A. Van Dyke, at 164 West 146th street, New York City, and for the motorcycle division by Henry J. Wehman, 1203 Bedford avenue, Brooklyn.

Cycle Stealing with a New Feature.

Not satisfied with merely stealing bicycles, a Chicago crook has introduced a new method of thievery and bunco, by which he sells his victim a machine in order to take it away from him a moment later. Julius Fleisher made his acquaintance one day last week. Fleisher was walking down Greenwood avenue when a stranger rode up on a chainless and asked him if he wanted to buy the mount for \$12.50. Fleisher was told that it was worth \$30 and was invited to look it over. He thought it a bargain and handed over the money. Under pretense of showing the purchaser how to manipulate the two-speed gear by a simple pedal movement, the man mounted the bicycle and after one or two turns, rode quickly out of sight, with Fleisher's money in his pocket. The police give out small hope of catching him.

Railroad Fare Proved Costly.

As a means of raising railroad fare, cycle stealing has proved for Antogini Riccardio, of San Jose, Cal., an expensive method. Within two hours after he had appropriated the bicycle, he was caught at the railroad station buying a ticket out of the \$12 he had exchanged the machine for in the meantime. He was given the legal limit, 180 days in jail in default of the \$180 fine which he could not pay.

FRIOL TAKES PARIS GRAND PRIX

Meeting Develops Splendid Speed Battles—
Europe's Best Riders in Contests—
Americans Defeated.

In the 16th annual Grand Prix of Paris, which was decided in that city on Sunday, July 11th, neither of the Americans who competed cut much of a figure. "Major" Taylor survived the trial heats but was lost in the semi-finals, while the only other American representative, Walter De Mara, was shut out in his first heat.

Taylor was really the only chance America had of winning this famous classic race, and he did not prove equal to the French sprinters. Since its inauguration in 1894 America has been victorious three times. The first race ever held was won by Banker, and Kramer scored successively in 1905 and 1906. The following year Friol was triumphant and this year his name again will be inscribed in the pages of cycling history. Likewise will the name of Schilles find a place, for he won the amateur Grand Prix.

The annual Grand Prix meeting which is conducted by the municipality of Paris, annually is held upon the municipal track at Vincennes, and the proceeds are applied to help the poor of the city. The city gives the prize money, which this year in the professional Grand Prix amounted to \$2,250. The winner received \$1,000, and an object of art, presented by the Municipal Council of Paris.

The meeting opened on July 4, with the trial heats of the professional Grand Prix, Friol, Dupre, Poulain, "Major" Taylor, Rutt, Verri, Vanden Born, and Mayer winning the respective heats. De Mara was in the heat with Poulain and was defeated by a length. At the same meet Rutt, riding from scratch, won the Prix de Charenton, with Didier (45 meters) second, and Comes (20 meters) third. Bader defeated Mayer and Seigneur in the order named in the Prix du Commerce et de L'Industrie. Parisot won the 50 kilometers amateur paced championship of France, while Schilles won amateur scratch. The other event on the first day was the Prix du Conseil General, a 50 kilometers professional paced race. Darragon finished first in 46:27, with Walthour $1\frac{3}{4}$ laps behind. Parent was third, Vanderstuyft fourth and Lapize fifth.

The second day of the meeting was held on Thursday, July 8th, the first event being the Prix de L'Esperance, whereby the losers in the trial heats of the Grand Prix were given an opportunity to get into the semi-final heats. De Mara evidently was off his feed for he was beaten in an easy heat by a rider named Trin. The semi-final heats of this race were won by Moretti, Hourlier and Pouchois, the last named being the winner of the Grand Prix of 1908. In the final heat Moretti won from Hour-

lier, with Pouchois trailing by three lengths.

The Prix de France, restricted to French riders, was contested in nine trial heats, three semi-finals and a final. In the first semi-final heat Poulain defeated Devoissoux and Martin in the order named and the order of finish in the second semi-final was Hourlier, Friol and Ludovic. The third heat was won by Dupre, beating Comes and Pouchois. In the final heat Dupre defeated Hourlier by a half length, with Poulain three-quarters of a length behind the latter.

American riders had a chance to distinguish themselves in the Prix des Etrangers, but one of them, De Mara, was shut out by Vanden Born in the very first heat. "Major" Taylor took the second heat, the other qualifants being Rutt, Schilling, Mayer and

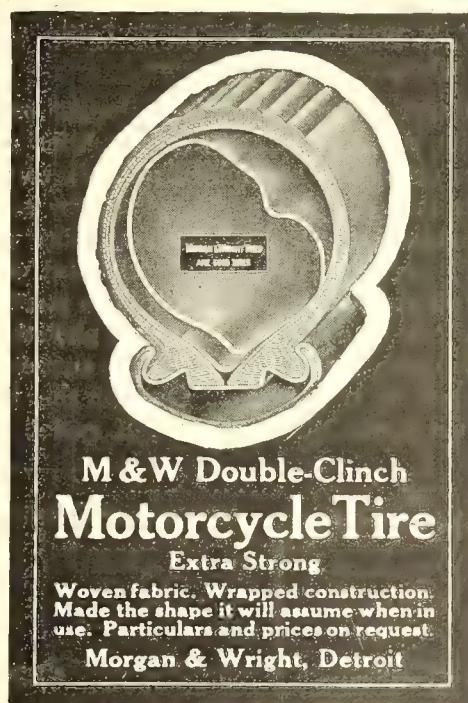
After this had been decided, the first semi-final heat of the professional Grand Prix was started, with Dupre, Taylor and Moretti the contenders. Taylor rode well but was defeated by one length by Dupre, Moretti sitting up. In the second semi-final heat Friol defeated Vanden Born by two lengths, with Mayer only a few inches behind. Rutt scored over Poulain and Verri in the third semi-final heat.

This elimination left Dupre, Friol and Rutt the sole contestants for the final honors, the distance being 1,000 metres. Rutt had the pole, with Dupre on the outside. At the crack of the pistol Dupre assumed the lead, riding slowly, watching his two adversaries. At the ending of the first lap Rutt was on Dupre's wheel, while Friol rode high on the banking in last position. At the bell the order did not change. Dupre commenced to unwind slowly, riding high on the banking. At the 300 metres mark something unexpected happened. Friol suddenly jumped off the banking, opening a gap of five lengths. Rutt started in pursuit with Dupre about two lengths behind. In the homestretch Rutt fought like a hero. His sprint was terrific but he did not have a chance in the world. There is not a rider in the world that can overhaul another who has gained a lead of five lengths and who covered the last 200 metres in 12 seconds. The best Rutt could do was to cut down to two lengths as Friol crossed the tape. Dupre was beaten the instant Friol jumped.

After Friol's splendid victory the annual 2,000 meters tandem race was run and Mayer and Rutt crossed the line one length in front of Dupre and Delage, Hourlier and Comes almost nipping the latter pair at the tape.

World's Championship Meet Program.

The program for the three days world's championship meeting to be held in Copenhagen August 15th, 19th and 22d, finally has been announced by the Danish Bicycle Club, under whose management this year's meet will be held. As America in all likelihood will be represented in the professional sprint championship by "Major" Taylor, and possibly Walter De Mara, and in the 100 kilometers paced championship by Nat Butler and R. J. Walthour, the itinerary will be of interest. On Sunday, August 15th, the trial heats of the world's amateur sprint championship will be run, followed by the professional motor paced championship 19th, with a three laps consolation for race for professionals, and a handicap for amateurs. The 100 kilometers amateur paced championship and the semi-final and final heats of the amateur sprint championship will be the features on Thursday, August 19th, with three laps consolation for amateur sprinters. The final day's program on Sunday, August 22d, will contain the semi-finals and final heat of the world's sprint championship, a three laps' scratch race for foreign riders, an 800 meters handicap, both amateur and professional, and a professional tandem handicap.



Varri. Rutt won the first semi-final from Vanden Born, with Verri third. The second semi-final went to Mayer. Schilling was second and "Major" Taylor third. The finish between Vanden Born and Rutt in the final heat was exciting, the Belgian winning by three inches. Schilling was third and Mayer finished last, sitting up.

In the match between the foreign riders and the French sprinters, Rutt triumphed over Schilling. Dupre was third, Hourlier fourth, Poulain fifth and Vanden Born sixth. Comes won the Prix de la Commission Sportive, defeating DeMara by a narrow margin. Quessard was fourth and L. Didier fifth. There were forty riders in the race.

Sunday, 11th inst., was the final day of the meet and all Paris was bicycle crazy that afternoon. The attendance at the Municipal track was enormous and the shout that went up when Schilles won the final heat of the amateur Grand Prix after a brilliant fight against Texier and Auffray almost could be heard in London. Schilles won by a length from Texier.

ABOUT THINGS IN GENERAL.

Richmond, Va., has passed an ordinance compelling motorcycle registration. Riders must obtain permits and numbers from the chief of police.

According to registrations under the new motorcycle ordinance in Los Angeles, Cal., there are 806 machines in that city. This number exceeds that in any other city of the state, if not another city in the United States.

Permanent organization of the Peoria (Ill.) Motorcycle Club was effected on the 22d inst., when these officers were elected: Toby Vanbuskirk, president; E. R. Shanemeyer, secretary-treasurer; Milton Hitchcock, captain.

The Darby Wheelmen have been formed in that Philadelphia suburb, with 25 members. The club grew out of the recent Philadelphia trolley strike, which caused so many persons to learn anew the value of the bicycle.

Encounters between cyclists and "road hogs," while not so frequent as in earlier years, still take place occasionally. In Topeka, Kan., last week a liveryman was fined \$20 for running down a cyclist and knocking him from his machine.

John and Noel Houze and Jacob Arkena, of Grand Rapids, Mich., expect to start next week on a 90 days motorcycle tour which will extend to the Maine coast and carry

them home via Canada. They will carry a camping outfit and pitch tent each night instead of lodging at hotels.

The Reading (Pa.) Motorcycle Club has been organized with 48 members, and the following officers: J. S. Hartman, president; W. G. Schaeffer, vice-president; H. C. Becker, secretary; James Mayo, treasurer; G. F. Mack, captain; James Mayo, first lieutenant; R. G. Wilson, second lieutenant; trustees, W. G. Schaeffer, James M. Dunkel and Paul H. Smith.

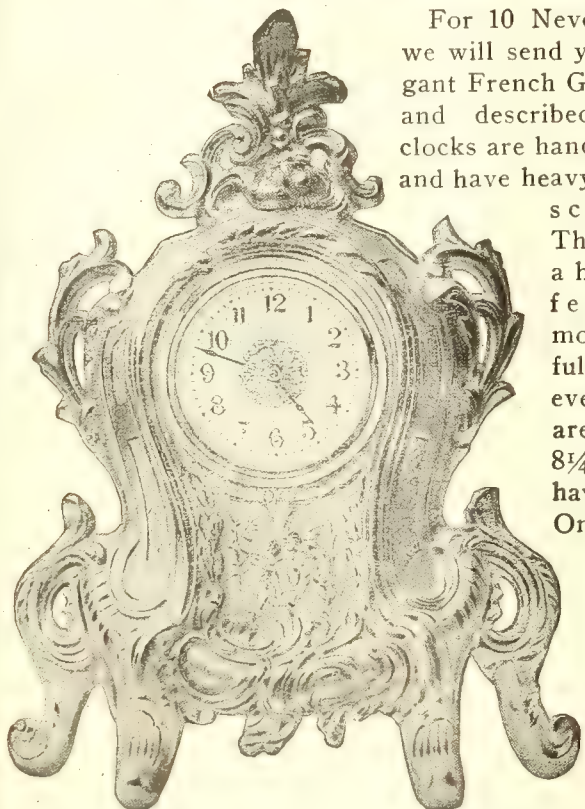
Taking tow from street cars is a dangerous, if too common, practice for either cyclist or motorcyclist, Thomas McGarvey, of the Chicago Motorcycle Club, being the latest victim of the practice. In Racine, Wis., his motorcycle broke down, and while taking a pull from a trolley car by holding to the rear platform railing his machine struck a rut and he was pulled from the saddle, a portion of his scalp being torn away when he hit the ground.

California, which has contributed more than its share of motorcycle fatalities and serious accidents, has added another to the lengthening roll. The latest victim is V. M. Bomberger, of Los Angeles, who was found lying under his motorcycle and with his skull crushed by the crew of a passing trolley car. He was living when picked up but died two days later. How he sustained his injury is a mystery. One of the few fatal accidents that now befall pedal cy-

clists happened last week to George Robinson, a 14-year-old boy residing in Vincennes, Ind. He ran into the shaft of a buggy, which struck him in the temple and caused instant death.

What happens when a three-cornered collision, involving a horse-drawn stone wagon, an automobile and a motorcycle, was demonstrated one day last week, by Policeman Hugh Seery, when the motorcycle came out third best. It was ridden by Seery, and the mix-up, which took place in Montclair, N. J., smashed the rear wheel of the machine, while the automobile suffered a punctured tire and a damaged body; the stone wagon was left intact, although a shoe was torn from one of the horses.

A. R. Horn and R. B. Fillmore, two Minneapolis motorcyclists, riding Yales, arrived in New York on Thursday, 22d inst., after two weeks spent on the road. They covered some 1,700 miles and were full of respect for the "gumbo" roads of Iowa and Wisconsin. It had rained for weeks in those states and the glue-like earth when machines, was so badly cut up into hard ruts that pleasure was reduced to a minimum. At one time the tourists were reduced to walking and covered but five miles in 4½ hours. On the better roads of Indiana and New York, however, they made up for lost time and covered nearly 200 miles on more than one occasion, which is strenuous touring.

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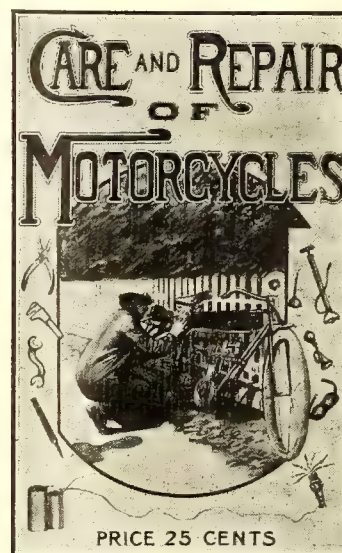
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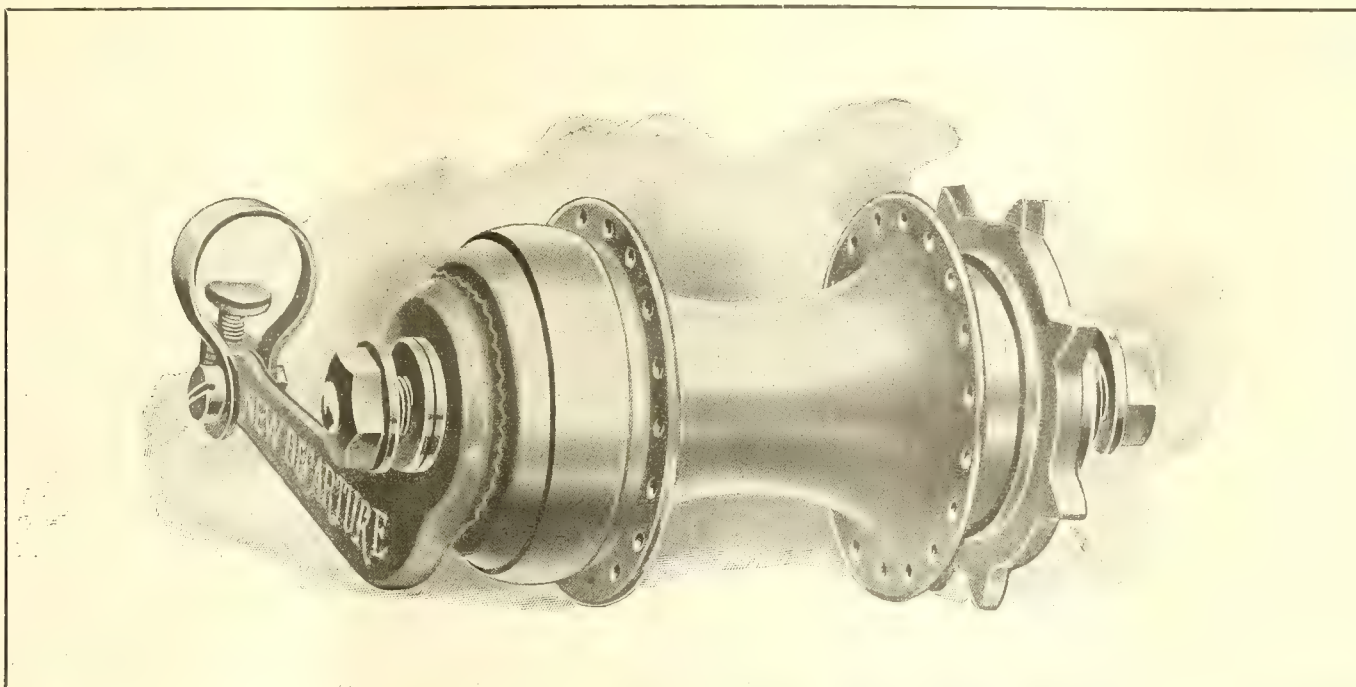
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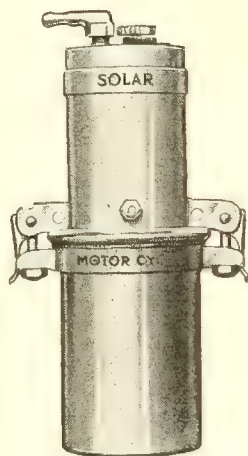
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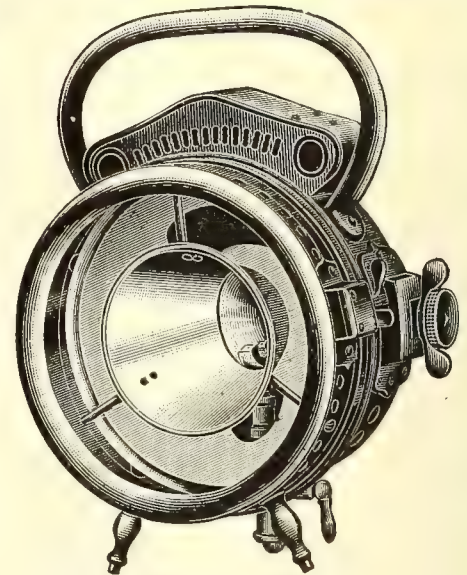


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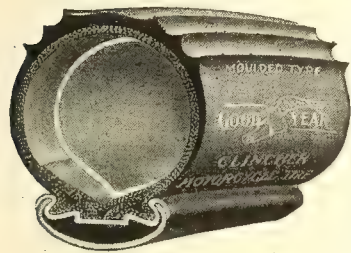
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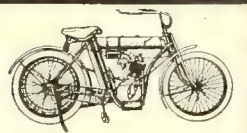
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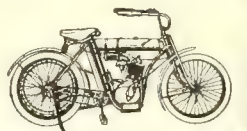
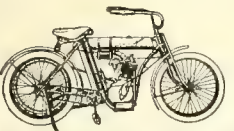
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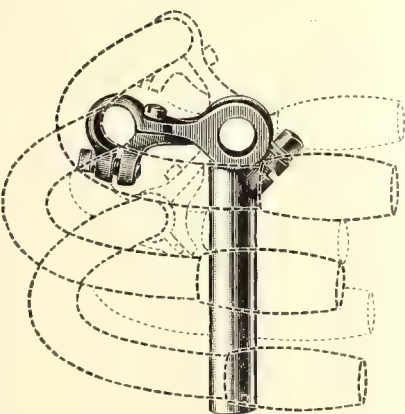


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DESIGNER of motorcycle and engine, incorporating new and valuable features, would like to hear from manufacturer or other party who would be interested. Address DESIGNER, care Bicycling World.

FOR SALE—One 5 h.p. twin Indian, torpedo tank; rear seat attachment; Rough Rider grips, and extra tube and racing sprocket. All in A1 condition, \$150. ED. BECKELHYMER, Danville, Ill.

WANTED—State sales agency for Texas on a high grade line of motorcycles, by a rustling concern who know the business. J. L., care Bicycling World, Box 649, New York City.

STOLEN—A red Thor motorcycle, Model 8; motor No. A 4123; frame No. 7-2281. Reward for information that will lead to its recovery. A. E. BRIGGS, Rhinelander, Wis.

FOR SALE—Motorcycle, bicycle and repair business, doing good business and in good location. F. E. DRURY, 1107 Main St., Winfield, Kan.

WANTED—1909 motorcycle, belt drive preferred. Give full particulars and lowest cash price in first letter. Box 262, Lititz, Pa.

FOR SALE—6 h.p. N. S. U. twin, extra belt, full equipment; bargain, \$175. KNAUER, 110 West 49th St., New York.

FOR SALE—F. N. 4 cylinder, 1909 model, in perfect condition, \$300. Address OPPORTUNITY, care Bicycling World.

FOR SALE—Indian Tri-car attachment in first-class condition, \$25; or with 1908 magneto twin, with low seat, long bars, etc., \$175. Address SHELTON STURGES, Shelton, Conn.

WANTED—N. S. U. 3 h.p. twin; state condition and price. A. V. BARNHILL, Chattanooga, Tenn.

MAILED postpaid to any address on receipt of 10 cents—a copy of the Annual Spring Number of the Bicycling World and Motorcycle Review. Contains 120 pages; illustrates and describes the bicycles and motorcycles of the year; a profusion of attractive pictures and entertaining reading; up to date tables of both bicycle and motorcycle records.

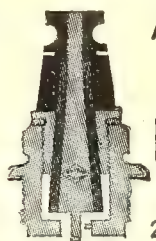
RARE bargains in motorcycles, new and used; sundries at lowest prices. Get our catalog. WHIPPLE, the Motorcycle Man, 260 West Jackson Blvd., Chicago, Ill. U. S. A.

FOR SALE—Indian tri-car, nearly new, guaranteed perfect condition. If interested, write to GLOVERSVILLE GARAGE CO., Gloversville, N. Y.

SPOT cash paid for second hand motorcycles; we want 100. E. J. WILLIS CO., 8 Park Place, New York City.

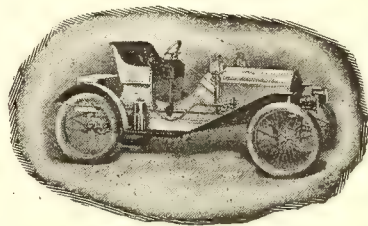
WE REPAIR MOTORCYCLES.

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At the Head of the Class SPLITDORF Motorcycle Plug

C. F. SPLITDORF,
261 Walton Ave., New York



THE METZ PLAN CAR \$350

Buys this \$600 Car
equipped with
Bosch Magneto.

Send for book "I."

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THE ORIGINAL WORCESTER PATENTED ONE PIECE PRESSED STEEL BICYCLE HEADS AND OTHER FITTINGS

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If you are Interested in Automobiles

THE MOTOR WORLD

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wheels must have
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There is nothing that gives more value for the
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MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD,
WATER OR DUST AND
ALWAYS EASY RUNNING

The only chain having FRICTIONLESS
ROCKER JOINTS. Insist on having the
Morse Twin Roller. Fits regular sprockets.

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Pfanstiehl Motorcycle Coils

Are Guaranteed for 5 Years.

Three reasons why you should be interested:
Indestructibility. Reliability. Price.

The up-to-date coil; constructed along practical and scientific lines, by patented methods, enabling us to offer unusual advantages.

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TO THE LIVE MAN interested in cycling or motor-
cycling who realizes the value of
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Enclosed find \$2.00 for which enter my subscription to
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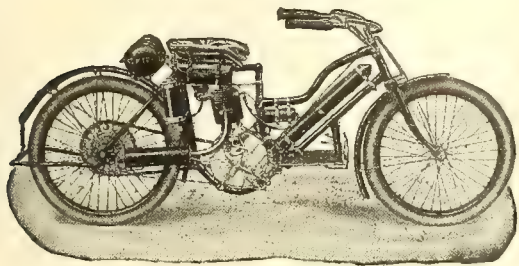
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Address _____

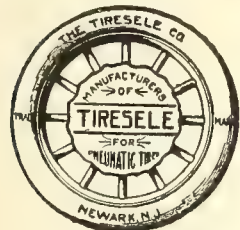
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Two Speeds, Free Motor, Hand Cranked.

Manufactured by

THE NEW ERA GAS ENGINE CO.,
2 Dale Ave., DAYTON, OHIO.**SPROCKETS**We Make a Specialty
of High-Grade Sprockets
for the Cycle TradeHYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIOWE GUARANTEE to end
your TIRE TROUBLES by
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**THE OLD PHILADELPHIA HOUSE**Our Catalogue is ready and will be mailed
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**Tire
Troubles?
USE
PERMANIT**For particulars write
or send 53 cents for a
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is sufficient for a bicy-
cle tire.Guarantee Policy furnished to every user of Permanit.
BEWARE OF IMITATIONS.THE ADOLF KARL COMPANY,
237-9 Washington St. Newark, N. J.**EVERY LIVE DEALER**

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Duckworth ChainsWhether for bicycles or motorcycles they always
are in demand, and not to carry a stock of them
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SPRINGFIELD, MASS.We are now ready to quote prices and de-
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Write us.

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We Buy Right and We Sell Right.

FOUR STORES.

Get our catalogue of bicycles and bicycle goods.

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**IVER JOHNSON
Truss Bridge Bicycle**A steel arch
that saves
steel and gives
strength. Its
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Our PropositionIVER JOHNSON'S ARMS & CYCLE WORKS
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BICYCLE TIRES**

WRITE FOR PRICE LISTS AND DISCOUNTS

JAMES L. GIBNEY & BRO.
PHILADELPHIA**American Motorcycles**Our Agency proposition is the best
yet. We give a discount that will
make you money. Write us.American Motorcycle Co.,
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JOHN R. KEIM MILLS, (Inc.) Buffalo, N. Y.

Metric Separable Indestructible Mica Plug,
\$1.50.(Trade **STARITE** Mark)
Ignition Plugs are now repaired perpetually,
free of charge, when returned to factory, be-
cause "They Stay Right the Longest."

THE R. E. HARDY CO.,

(Incorporated 1900)

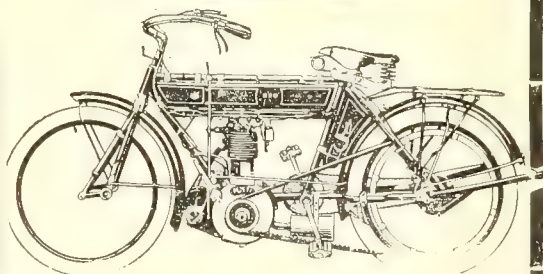
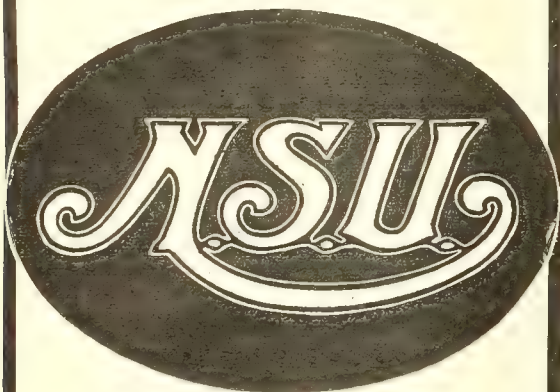
Factory, 201 37th St., BROOKLYN, N. Y.
309 Fisher Bldg., Chicago.**\$155.00**

The first check for this amount gets a 4 h.p. racing motorcycle which was made up to order. It has a big single cylinder Buchet engine with Longuemaire carburettor. Other than to demonstrate it on Broadway and one ride of 65 miles, it is new. A big bargain for someone. We can afford to almost give it away because we got it at a low figure in part exchange for an F. N. BIG FOUR. First check gets machine. The Vindec we advertised last week went the day after our special advertisement appeared.

OVINGTON MOTOR COMPANY, 2236 Broadway, NEW YORK

Did It Ever Occur to You

that it is almost impossible to find a more reliable motorcycle than the



4 H.P. MODEL DE LUXE

PROOFS

A four h.p. Model de Luxe just recently completed the A. C. U. quarterly trials with a perfect score, ridden by a private owner the machine acquitted itself in a most astounding manner.

1,024 Miles in 6 Days

without an adjustment, and climbing 6 test hills perfectly, is a performance not to be set aside by the intending purchaser.

350 Miles in 6 Hours

is another performance that proves the N. S. U. to be absolutely without a rival.

No one motorcycle has ever done this.

A. Ward, an amateur, rode a seven h.p. N. S. U. 350 miles in 6 hours on ONE machine without change or adjustment of any kind.

A performance that has never been equaled.

You want the best, the most reliable motorcycle?—IT'S THE N. S. U.

Catalogue "B" explains it.

N. S. U. MOTOR CO.
206 W. 76th St., New York City

Some Recent Contests

wherein the

EXCELSIOR Auto-Cycle

MADE GOOD

NEW JERSEY MOTORCYCLE CLUB RELIABILITY RUN

Kenneth E. Moore won Perfect Score Medal and Special Cup for Consistency.

LOS ANGELES-SAN DIEGO RELIABILITY RUN

The most severe of the year, E. L. Parmelee and C. E. Anderson won Perfect Scores. R. M. Brinkerhoff finished on the minute, but was penalized 18 points for adjusting a vibrator spring. Only 16 out of 39 starters got in at all and only three others with perfect scores.

DANVILLE MOTORCYCLE CLUB HILL CLIMB

June 9, in 30.50 class, the results were:

H. F. Richardson.....	EXCELSIOR, 26 $\frac{3}{4}$ sec.
Paul Moore.....	EXCELSIOR, 32 $\frac{3}{4}$ sec.
Carl Stahl.....	EXCELSIOR, 33 $\frac{1}{4}$ sec.
Chubbeck.....	Yale, 38 sec.
Torney.....	Thor, 44 $\frac{1}{4}$ sec.
Evans.....	R-S, 44 sec.

Richardson was allowed to ride his 30.50 single cylinder EXCELSIOR in the 61 class against twins of twice the rated power and was beaten by only 3 $\frac{1}{4}$ seconds, beating one 7 H. P. twin by 1 $\frac{1}{4}$ seconds, but was afterward protested for late entry.

Thus does EXCELSIOR QUALITY ALWAYS MAKE GOOD.

Our new art catalog M. C. 239 is just out.

Excelsior Supply Co.

(Established 1876)

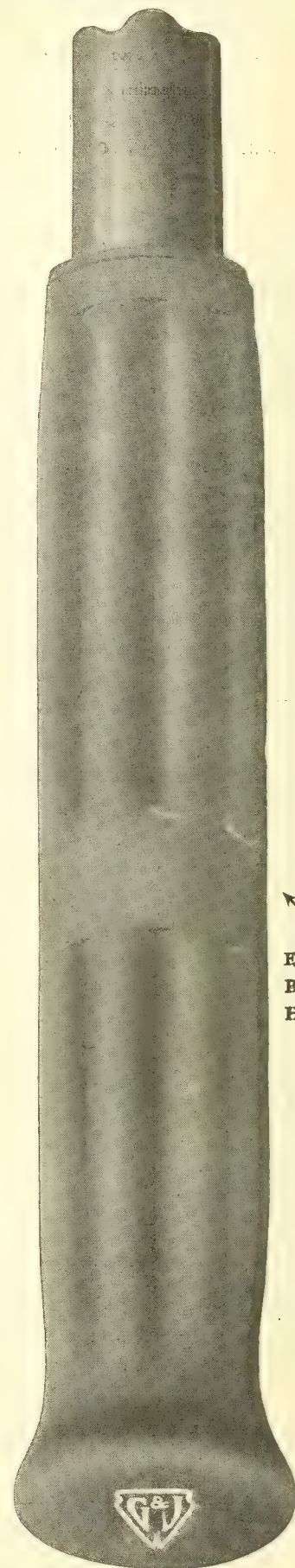
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CHICAGO, ILLINOIS

STANLEY T. KELLOGG,

Eastern Distributor

2232 Broadway,

NEW YORK, N. Y.



END OF
BAR
HANDLE

Order your new motorcycle equipped with

G & J ROUGH-RIDER GRIPS
Made of Rubber.

They relieve the vibration.

Price, \$1.50 Per Pair

For Sale by All Dealers.

G & J TIRE CO.
INDIANAPOLIS

Possibly the behavior and condition of the

Kokomo



Motorcycle Tires

used by the winning team in the Chicago 600 miles endurance contest
(even the gridiron treads were still serviceable)

may have surprised some men

but, if so, they are not men who are acquainted with the



Kokomo Bicycle Tires



The same qualities that have made our bicycle tires so dependable for so many years, are the same qualities that will make our motorcycles tire famous. We did not bring it out until we were SURE it was right; and it IS right. If you want a reliable, durable tire and one with a tread that will last long enough to be of real service, you will call for the Kokomo and insist on getting it. If you desire to know more about it, write us.

KOKOMO RUBBER COMPANY, Kokomo, Ind.

COASTING'S EXHILARATION

need not to be marred by mechanical complications—

FORWARD PEDALING

need never be hampered by a dragging friction in the coaster brake—

BRAKING ACTION

need never be too binding or abrupt in application—

YOUR COASTER BRAKE ITSELF

need not be an intricate box of tricks, instead of a single, strong, efficient mechanism—

BECAUSE YOU CAN BUY THE

The Atherton Coaster Brake abolishes all the numerous delicate parts common to the so-called "old-line" coaster hubs. It is as frictionless as a solid hub in forward pedaling or free coasting, but powerful in braking action to just the degree you may want.

For Sale by Leading Jobbers and Dealers Everywhere

D. P. Harris Hardware Company

Distributors to the Manufacturing, Jobbing and Export Trade Only

48 Warren Street

New York

Pittsfield Proof is Pittsfield Performance

**Our claim that Pittsfield Ignition
is Positive Ignition is again borne
out by Pittsfield Performances.**

At Springfield, Mass., on Saturday, July 31, Jake DeRosier, riding an Indian motorcycle equipped with a Pittsfield coil,

broke all world's competition records from 7 to 25 miles, covering the distance in the astonishing time of 20:13 2-5 or at the rate of 74:17 miles per hour.

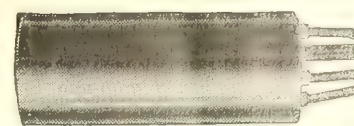
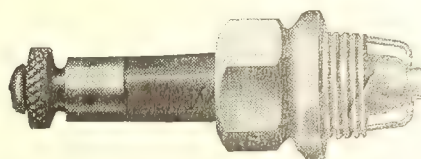
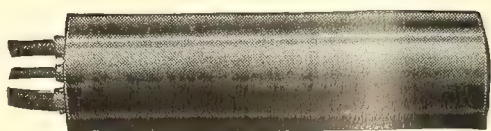
Without perfect ignition this wonderful performance was not possible.

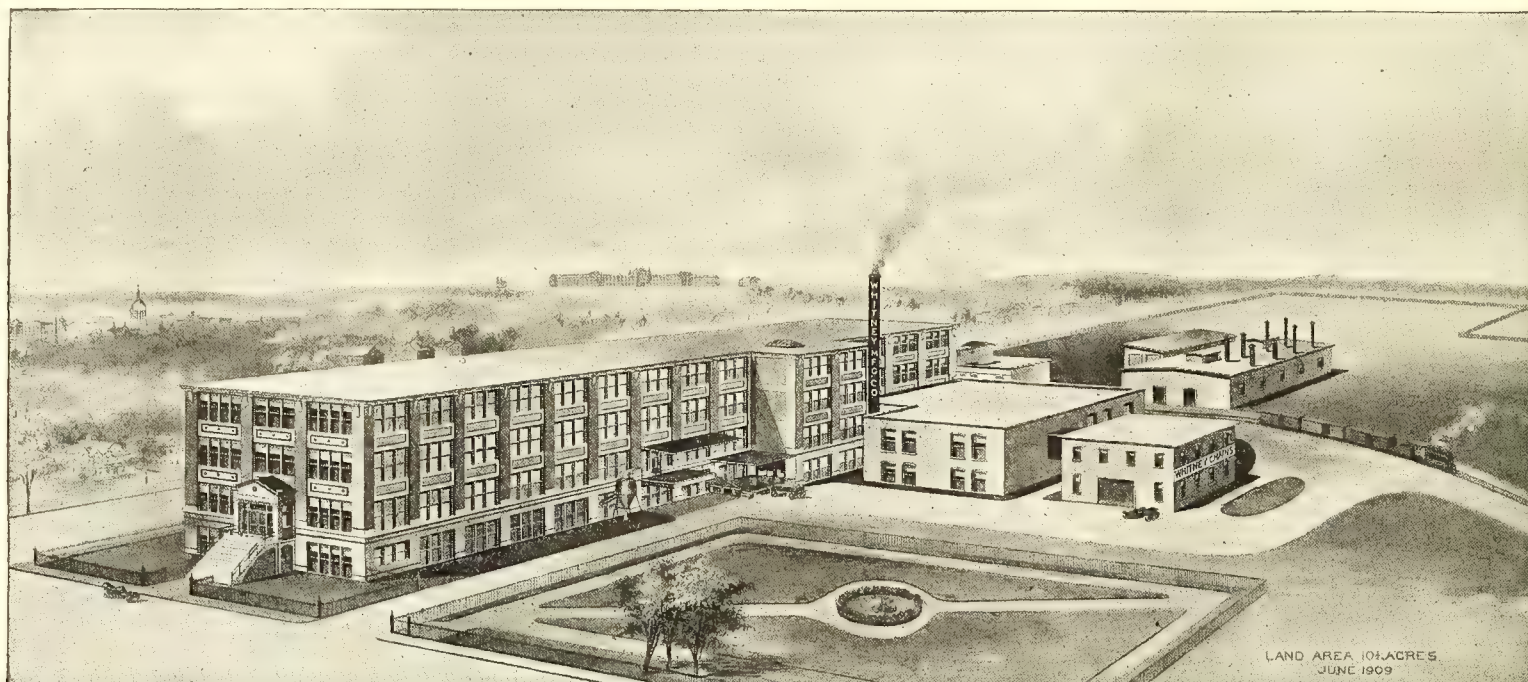
Pittsfield Ignition Produced Perfect Ignition

Results count. You can get the same kind of results by specifying Pittsfield products. Pittsfield Coils, Pittsfield Spark Plugs.

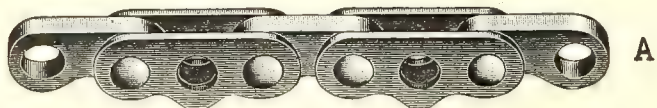
PITTSFIELD SPARK COIL COMPANY, Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.





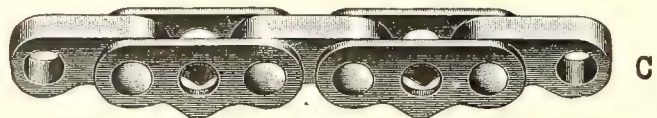
"Whitney" Chains are made in one of the most modern of American fire-proof factories.



A



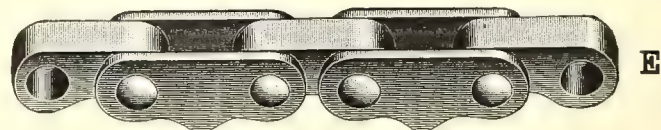
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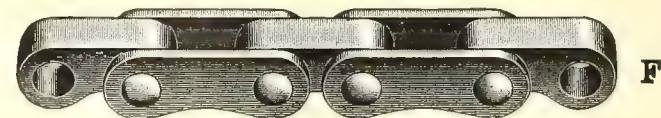
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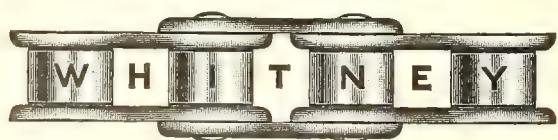


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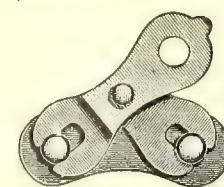
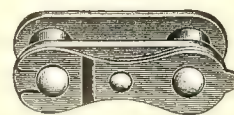


F

If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.

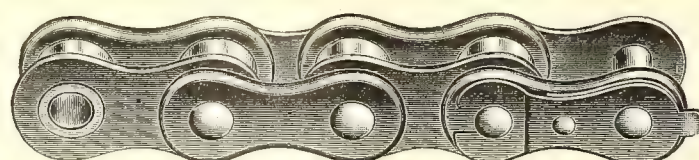
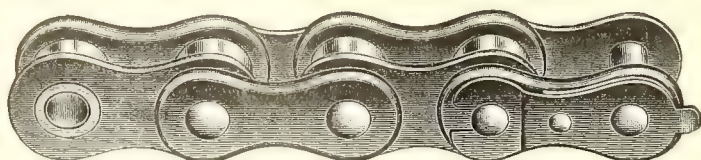


INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
For Motorcycles, Etc.



**New Patent
Safety
Connecting
Links**

For Bicycle and
Motorcycle Chains



THE WHITNEY MFG. COMPANY
Hartford, Connecticut

MORGAN & WRIGHT MOTORCYCLE TIRES

wear so well because
they are made so well.

The heavy woven auto fabric that goes into them is exactly the same as we use for our automobile tires. The rubber stock is the finest to be had and is compounded by our own special process, which gives it leather-like toughness.

They combine to give our tires a strength of material far greater than is ever required for ordinary service. Thus they are able to easily withstand those unusual shocks and strains of service that would put an ordinary tire out of business in short order.

There are good substantial reasons back of the fact that endurance riders almost invariably choose Morgan & Wright tires for their long, hard grinds; Reason why Riley, the man who is going round the world on a motorcycle, is using Morgan & Wright tires; Reasons why (and this is still more convincing) riders who use them in hardest test of all—every-day, everywhere service—one and all give this testimony:

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Made in Corrugated, Bailey and Basket Weave
Treads, Single or Double Clinch.

MORGAN & WRIGHT, Detroit

POPE BICYCLES

A Look Into 1910

TO THE TRADE: At this time when we are closing our fiscal year of 1909, after the most satisfactory season in every respect that we have had in ten years, it is appropriate to say a few words regarding the approaching year. While it is too early to announce our plans in detail, we want the trade to know that in every particular we are farther advanced in our preparations than we were at the corresponding period last season. Our material was ordered months ago and most of it is already in our factory.

In 1910 our bicycle business will be pushed more aggressively than ever before and the machines will be made better wherever we have found that improvement was possible. Many have thought (some makers included) that the bicycle years ago reached the point of perfection. In 1909 we proved that the inventive genius at our Westfield factory was still alive. For 1910 there will be added new features quite as important as those of last year, improved equipment, superior finish and better bearings, while the greatest attention will be paid to the general inspection.

The concentration of our bicycle manufacturing at one large plant in Westfield has resulted in bicycles of uniformly better quality, prompt shipments and good service generally. All this will be further improved upon next season. Dealers are requested to keep in touch with us regarding the season of 1910.

Note what one of our dealers thinks of our '09 line.

"In connection herewith, we wish to compliment you on the high quality of the goods which you have furnished us this season, and we wish to say that we have never had any bicycle which sold so readily."

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

Hearsey Tires are Honest Tires

Hundreds of bicycle dealers have been buying them for years. Thousands of bicycle riders have found in the fullest measure "tire satisfaction" in **Hearsey Tires**.

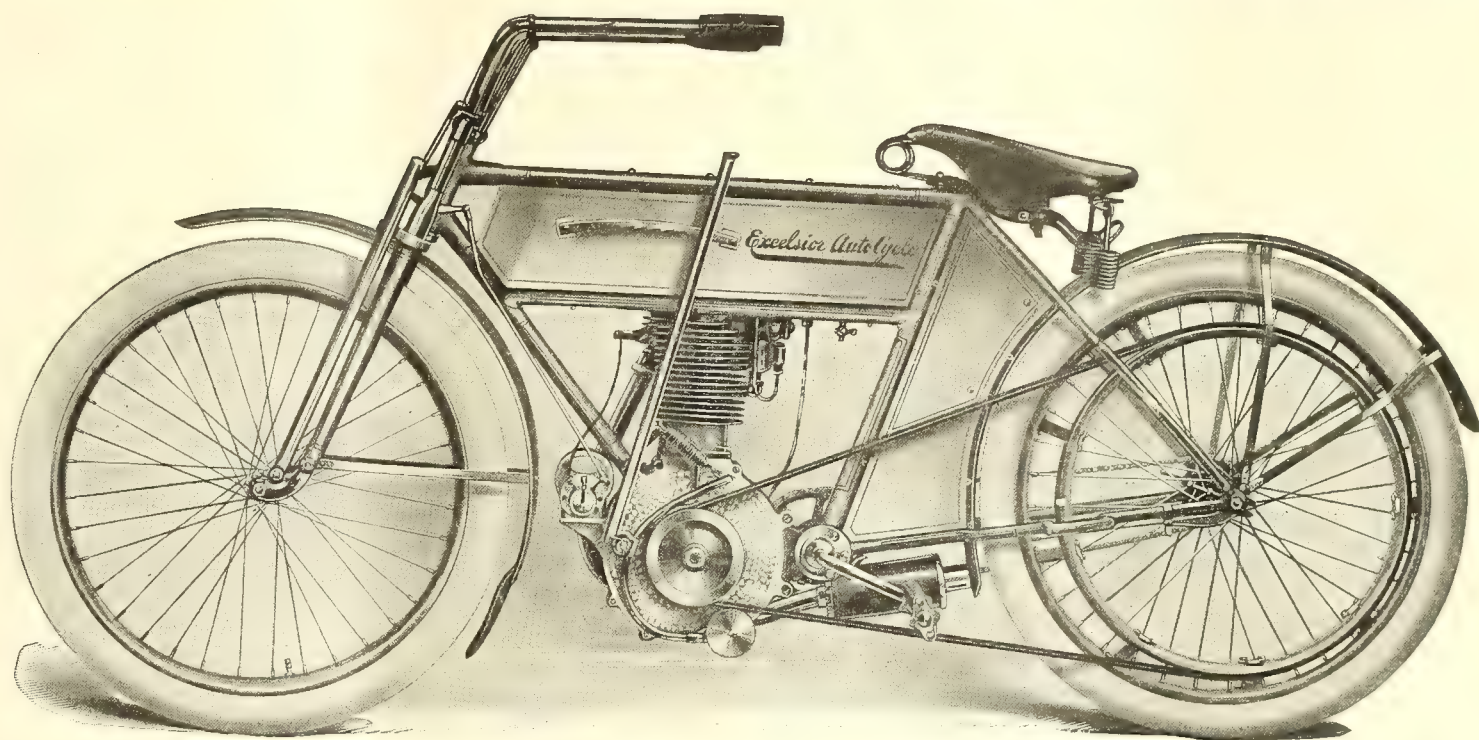
Our tire business, one of the largest of its kind in the country, has been built on an enduring basis. From the beginning we have steadfastly insisted on giving value received to every buyer of **Hearsey Tires** and we have constantly kept a watchful eye to see that our standard of tire quality was always maintained.

The best asset of the **House of Hearsey** has been the confidence of its customers. It hasn't been misplaced and it won't be betrayed.

We have a tire proposition that every live dealer would do well to get. It's a money-maker and a business-bringer. Write for it.

HEARSEY-WILLIS CO., 113-15-17 West Market St. INDIANAPOLIS, IND.

EXCELSIOR AUTO-CYCLE



The Triumph of Scientific Construction

NOTE the clean cut, straight line frame with low hung motor, low, comfortable saddle position and generally business-like design. No weak and unsightly bends in the tubing but double triangle construction throughout; the strongest form known to mechanics. Note the double, independent adjustment of belt and chain. Adjust the belt by setting the rear wheel in the extra long rear fork slots and then adjust the chain by means of the eccentric hanger. This is a vital point. Note the tension idler that increases the traction of the belt without materially increasing the strain on the belt and bearings. These are some of the points that have made

THE EXCELSIOR AUTO-CYCLE

The one that makes good every time

EXCELSIOR SUPPLY COMPANY

Established 1876

233-37 Randolph Street

CHICAGO, ILL.

STANLEY T. KELLOGG, Eastern Distributor, 2232 Broadway, New York, N. Y.

A Steady Gain



CAVALRY No. 3
(Patented.)

Watch the Rider Riding It

in the use of Mesinger CAVALRY Type Motorcycle Saddles on account of visible facts and merits over the ordinary motor saddles.

☐ The CORRECT SHAPE, giving a permanent position and the SHOCK ABSORBER preventing the the REBOUND and SIDE-SWAY are distinguished features of the Mesinger Cavalry Saddles.

☐ Remember the Mesinger Cavalry Motorcycle Saddle gained its popularity through its own merit bearing important features.

☐ The Mesinger Cavalry Saddle is a real American product equipped to the highest grade motorcycles.

☐ The Mesinger Cavalry has proved to be the best for long distance.

☐ The Mesinger Cavalry, tested by many experts, has proven far superior to the ordinary motorcycle saddles.

☐ Ask the rider for his independent opinion.

H. & F. MESINGER MANUFACTURING COMPANY

1801-1803 First Ave., New York

Watch the EMBLEM'S first experience in the Endurance Run—Cleveland to Indianapolis

EMBLEM MOTORCYCLES

The Product of

Co-operative Labor

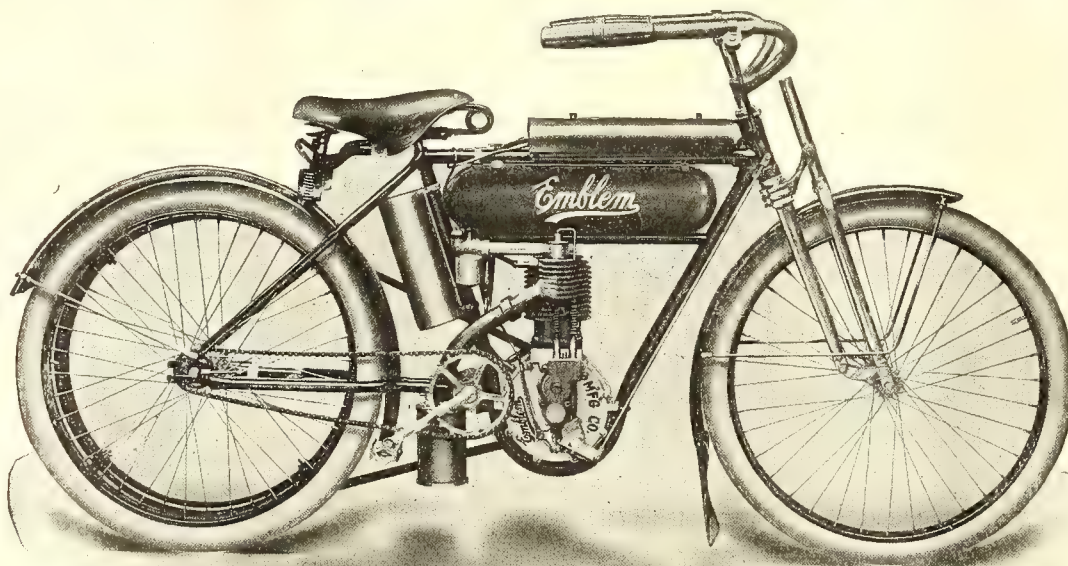
**3½ H. P.
BELT DRIVE**

Spring Fork, Price \$175

**4 H. P.
LOW FRAME**

28 Inch Wheels,
Price \$200

**BALL BEARING
MOTORS OF OUR
OWN MAKE**



**TRIANGULAR
REINFORCED
TUBE**

(OUR OWN MAKE)

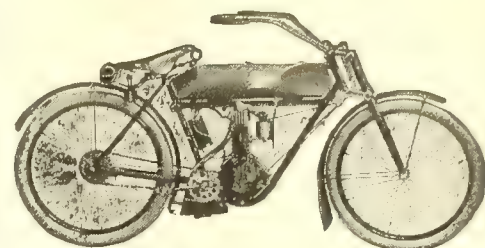
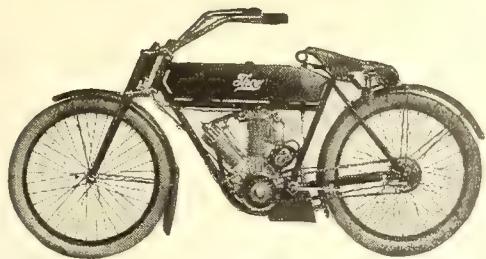
Is Used in Emblem
Motorcycles.

EMBLEM SPRING FORK MAKES RIDING ENJOYABLE

Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

EMBLEM MANUFACTURING COMPANY, Angola, N. Y., U. S. A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.



Thor

Motorcycles

have embodied in them the famous *Thor* motors that have built up a prosperous business for the various manufacturers and dealers throughout the country—the motor that has been and is victorious in many a hard contest—the victorious *Thor* that has stood the test of time and men. Thousands of *Thor* motors in use today—all giving satisfaction. It's *Thor* quality that sold these motors. It is *Thor* workmanship and careful inspection of parts during construction that gives the *Thor* motorcycle its lasting qualities and low cost of upkeep. That geared transmission we use today on the THOR places all other methods of transmitting power in the book of ancient history. Why seek elsewhere when all the advantage is gained by a customer dealing with the house of THOR?

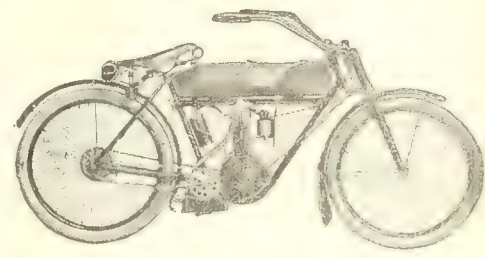
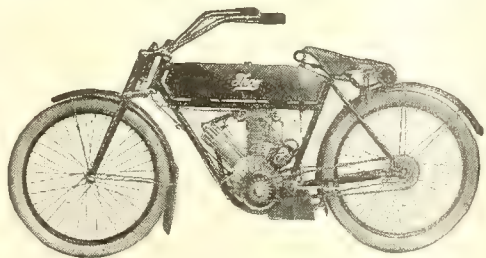
QUALITY AND FACTS WILL ALWAYS BE SUPREME

AURORA AUTOMATIC MACHINERY CO.

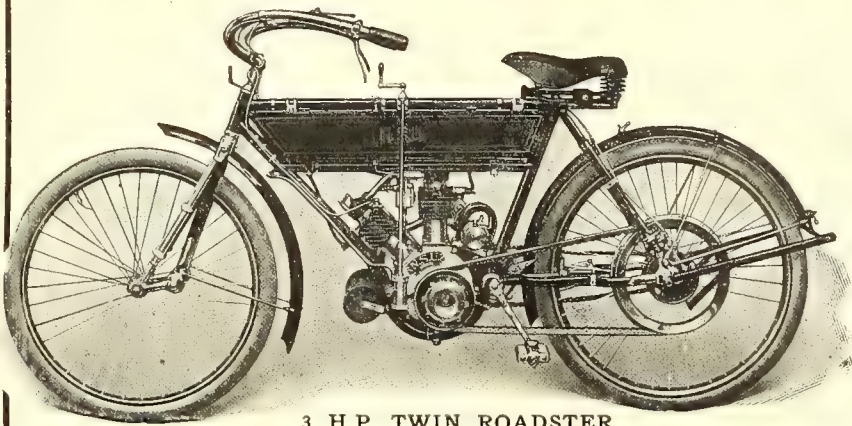
Thor Building, Chicago, Ill.

DISTRIBUTORS:

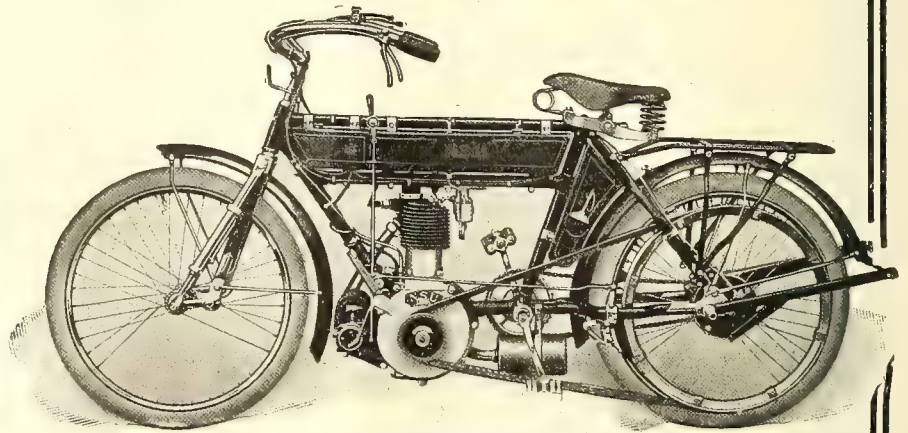
NEW YORK—J. S. Leng & Sons Co., 33 Murray St.
 BOSTON—Motorcycle Specialty Co., 258 Columbus Ave.
 DENVER, COL.—Fred. Williams, 224 Sixteenth St.
 CALIFORNIA—A. Freed, San Francisco, Los Angeles.



THE N. S. U. models which appeal to the conservative



3 H.P. TWIN ROADSTER



4 H.P. MODEL DE LUXE

THE 3 H.P. TWIN, a marvel and the wonder of the motorcycle world, light in weight, easy to control and handle, noiseless and vibrationless, it has proven itself to be **THE REAL IDEAL**. Not so heavy as to strain oneself in handling. Easy to start and exceptionally efficient for hill climbing and speed, as proven in the numerous contests of this season where the little twin clipped seconds off the time made by motors almost twice its size.

IMMEDIATE DELIVERIES TODAY

THE 4 H.P. DE LUXE, the most luxurious and comfortable single cylinder motorcycle on the market today. It purrs along the road with Pullman car ease at from 5 to 60 miles per hour. Rich in finish, reliable in action, it has proven itself a surprise to the most exacting motorcyclists. The only single which will convert a twin enthusiast. Two speeds and free engine if you like.

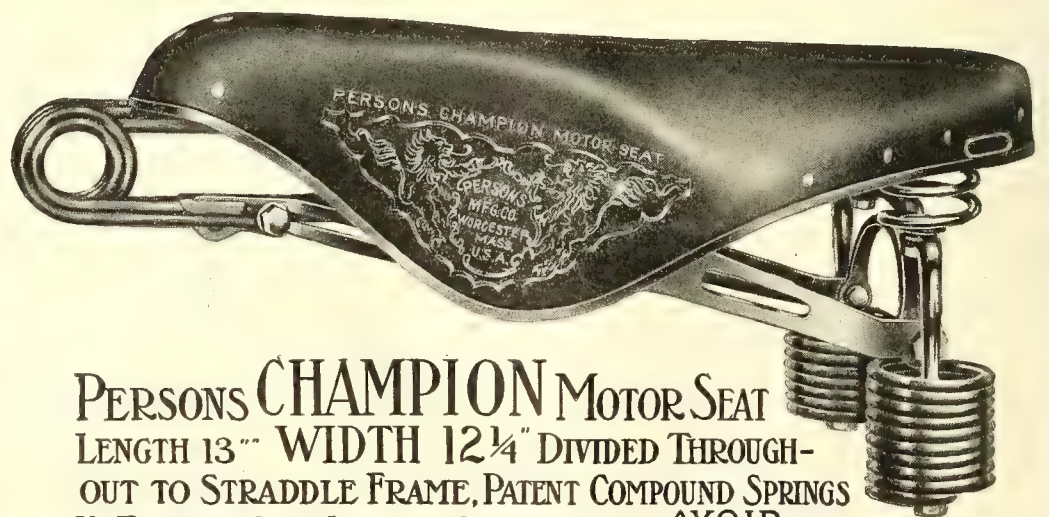
IMMEDIATE DELIVERIES TODAY

Write us about the above and also in regards to our F. A. M. and Touring Models. We have the most extensive line of motorcycles in America.

N. S. U. MOTOR COMPANY, 206 West 76th Street, New York City

THE PERSONS CHAMPION MOTOR SEAT

represents the nearest approach to perfection in motorcycle saddles that has been possible for man to attain.



PERSONS CHAMPION MOTOR SEAT
LENGTH 13" WIDTH 12 1/4" DIVIDED THROUGH-
OUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
NO FRICTION, SIDE SWAY OR SQUEAKING. **AVOID IMITATIONS**

It is the result of by far the longest experience and it embodies the best skill, the best material, the best workmanship it is possible to procure.

You will find it on all motorcycles or by specifying it you can obtain it from any motorcycle manufacturer who places quality above the dollar sign.

THE PERSONS MANUFACTURING CO., Worcester, Mass.

Indianapolis

G&J TIRES

and

WORLD'S RECORDS

have become almost synonymous.

At the new Springfield (Mass.)
Stadium on July 31

they helped create the

ALMOST PHENOMENAL RECORDS

of

AMATEUR

PROFESSIONAL

1 Mile

5 Miles

42³/₅**3:59**

1 Mile

25 Miles

43¹/₅**20:13²/₅**

AND

Indianapolis

G&J TIRES

are as durable as they are fast and reliable.

BE WISE! SPECIFY THEM AS YOUR TIRE EQUIPMENT**G&J TIRE CO.**

INDIANAPOLIS

Motorcyclists! You Mean much to Your



ON'T take chances in the great endurance run from Cleveland to Indianapolis.

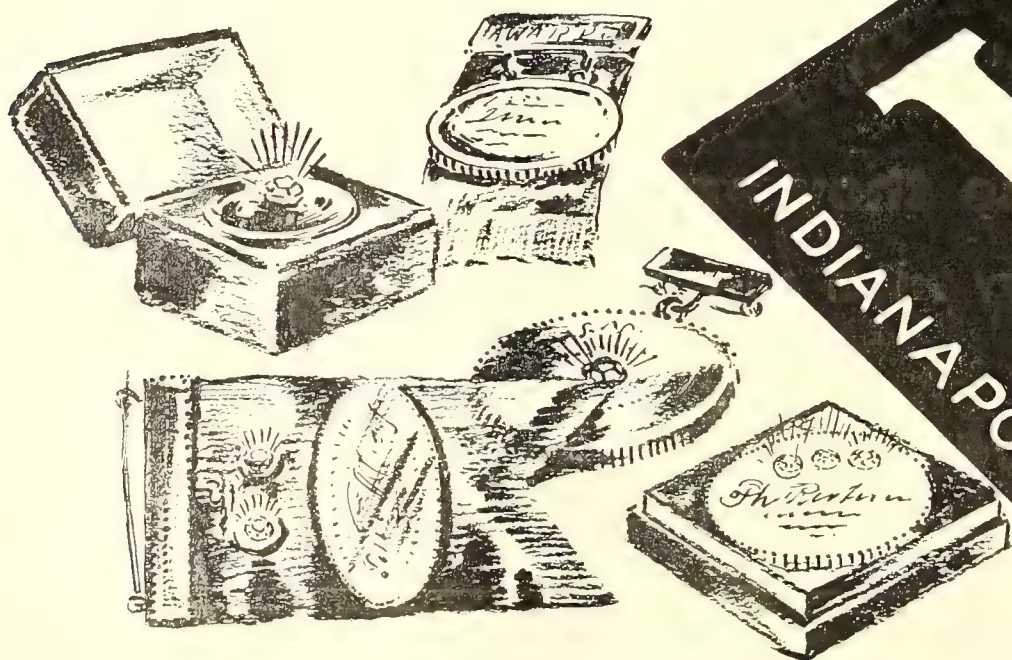
You can't tinker with troublesome tires and register at the controls on the minute.

You can't slow up on rough stretches and pass the checking stations on scheduled time.

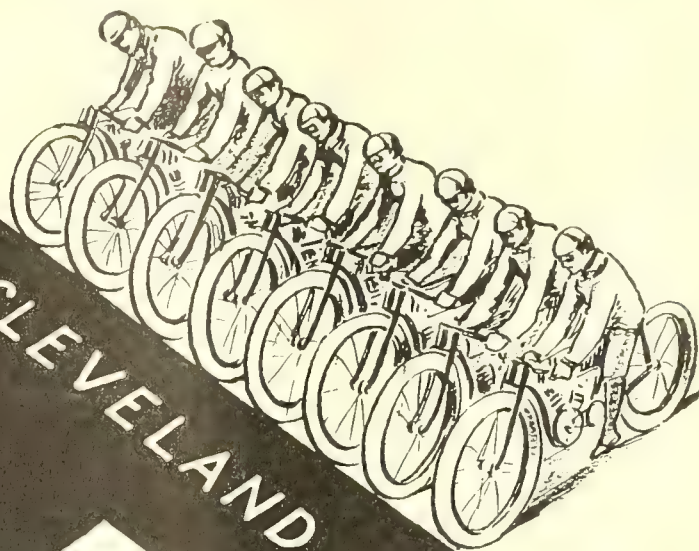
You can't be scared of slipping tires and do your best.

All of which means that you can't start with inferior tires and finish with a perfect score.

And you won't get a medal unless you do.



Tires will score



WIN Tires That Medal



Use the tires that in similar endurance runs have proven absolutely dependable.

Use the tires that the best motorcycle manufacturers have selected for their machines.

Use the tires that nine riders out of every ten have come to.

G & J Tires will eliminate all tire trouble—will let you go to the limit regardless of the road—will give you that feeling of safety which means greater speed.

In a word, start with G & J's and keep your eye on the engine—Make it do the work and G & J's will carry you to victory.

Get our catalogue now and prepare right for the big meet. It shows not only the best tires but the best accessories too. Write today to

G & J TIRE CO.
Indianapolis, Ind.

Motorcyclists! Your Tires will Mean much to Your Score

DON'T take chances in the great endurance run from Cleveland to Indianapolis.

You can't tinker with troublesome tires and register at the controls on the minute.

You can't slow up on rough stretches and pass the checking stations on scheduled time.

You can't be scared of slipping tires and do your best.

All of which means that you can't start with inferior tires and finish with a perfect score.

And you won't get a medal unless you do.



Yet G & J Tires will help you win that Medal



Use the tires that in similar endurance runs have proven absolutely dependable.

Use the tires that the best motorcycle manufacturers have selected for their machines.

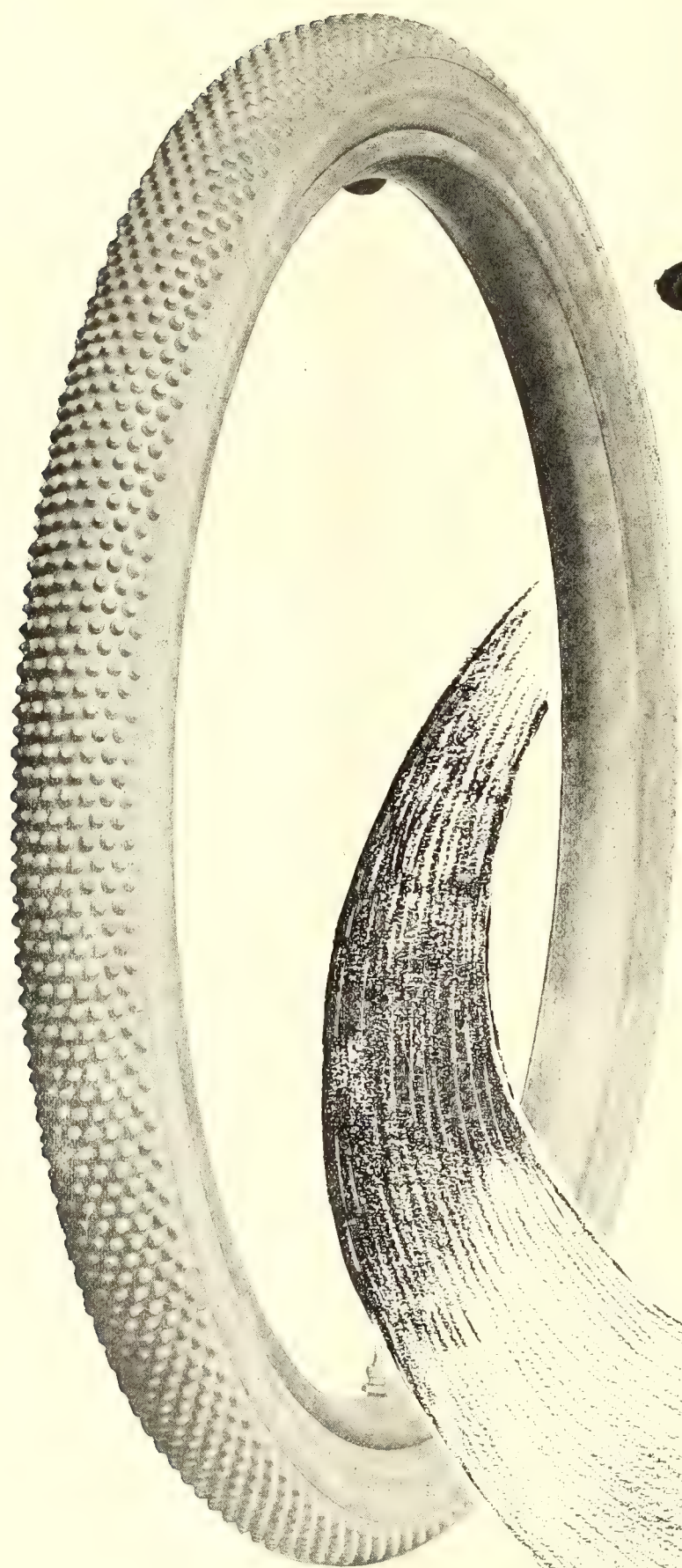
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Indianapolis, Ind.



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*Many a hair-raising finish of
in the tires the winners are ordering.*

What good is a powerful motor

What good is a steadfast nerve

You doubtless have both. Why

*Equip your machine with Indian
any "ifs" on the tire question.*

*G & J Tires have the speed. T
they are the least liable to skid. In other*

These are not idle claims—but for

*It's economy to get the very best
valuable you can't afford to let an inferior*

Again let us say—Equip your Mo

G & J TIRE CO

G & J Motorcycle Tire

The Fastest Motorcycle Tire Made

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Winners use

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G & J Tires and, after the prizes are awarded, you at least won't have

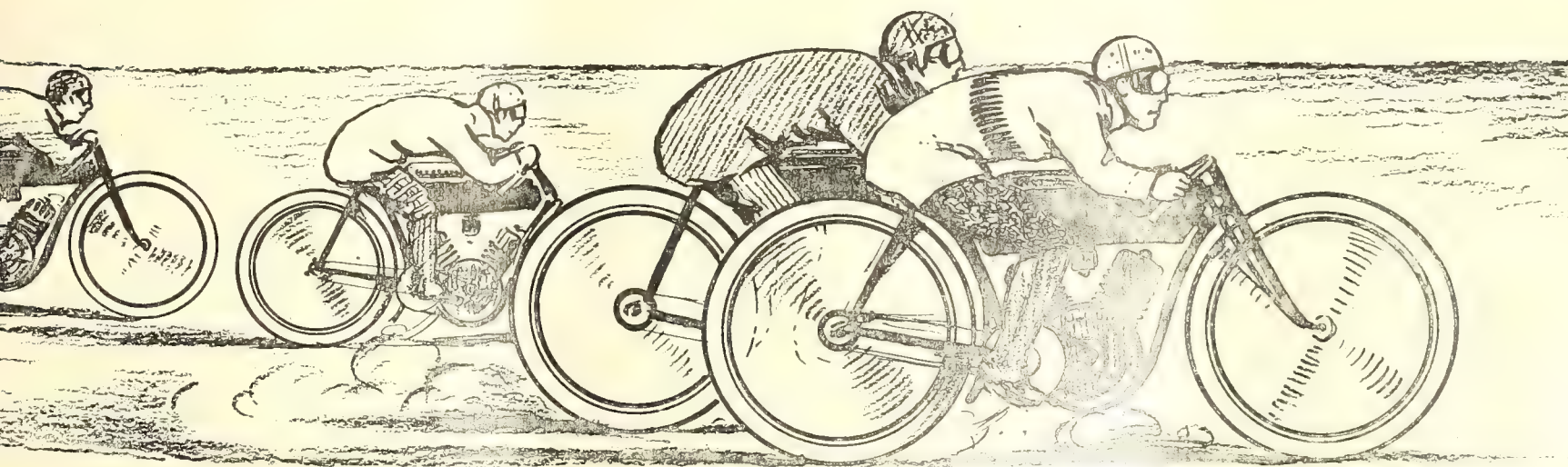
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le with Indianapolis G & J Tires and go in to win.

dianapolis, Ind.



This is the tire

The Winners use

Many a hair-raising finish of the coming National F. A. M. Race Meet is being decided right now in the supplies—in the tires the winners are ordering.

What good is a powerful motor and fast machine with tires that blow out?

What good is a steadfast nerve if your tires cannot be depended upon?

You doubtless have both. Why risk losing their value and the races you enter by using any but the best tires?

Equip your machine with Indianapolis G & J Tires and, after the prizes are awarded, you at least won't have any "ifs" on the tire question.

G & J Tires have the speed. They are the most resilient Motorcycle tires made. They can't slip off the rim and they are the least liable to skid. In other words they can be relied upon to do their part to bring you to victory.

These are not idle claims—but facts proven again and again by riders who have broken many world's records.

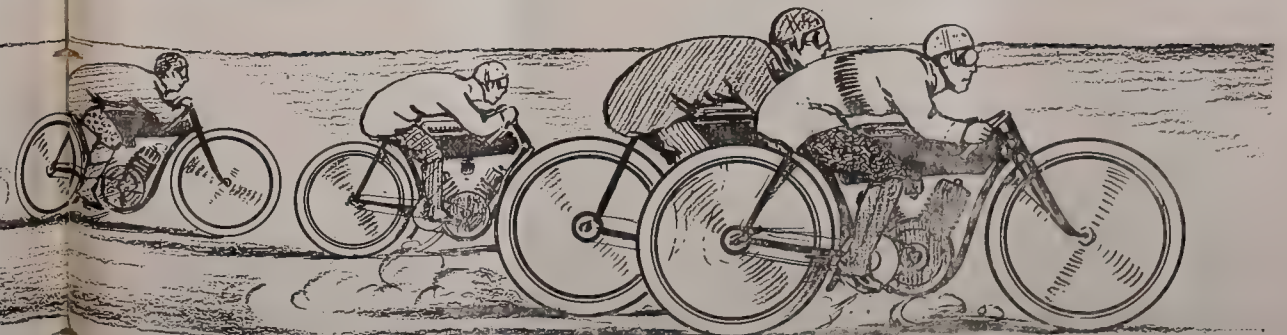
It's economy to get the very best tires always—especially on such an occasion as this, as most of the prizes will be so valuable you can't afford to let an inferior tire spoil your chances.

Again let us say—Equip your Motorcycle with Indianapolis G & J Tires and go in to win.

G & J TIRE CO. Indianapolis, Ind.

G & J Motorcycle Tire

The Fastest Motorcycle Tire Made



THE NEW 1910 Racycle Motorcycle

will be exhibited at the F. A. M. meet, at Indianapolis, and will be a contestant in the Endurance Run starting from Cleveland, on August 10th.

Keep your eye on it

and see if it don't make a creditable showing and finish in the front rank.

¶ Racycle Motorcycles tell their own story and this 1910 model will be a surprise to you, for it will show a vast improvement in motorcycle construction. We are building

A Motorcycle That is a Motorcycle

¶ Have you inquired about the agency for your locality? Better speak quick!

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, August 7, 1909.

No. 20

WINDUP OF OLD POPE COMPANY

Receivers Complete Their Duties and Are Discharged—Final Dividend of 41.277 Per Cent. on Outstanding Stock.

Although the reorganized and new Pope Mfg. Co., of Hartford, Conn., has been in possession of the Pope factories and property for some time, the affairs of the old company were not wound up to a positive finish by the receivers until this week, owing to the delay entailed in making a correct award to those stockholders in the company who did not participate in the reorganization. The last item of the receivers' duties was reached on Tuesday, 3d inst., when Vice-Chancellor Howell, of the New Jersey court, discharged them from further responsibility and ordered their bonds cancelled.

This action by the court followed a hearing on Monday when objectors were invited to show cause why a final dividend of 41.277 per cent. should not be distributed to holders of the first preferred stock of the old company who had staid out of the reorganization plan. No adequate objections being elicited, the court ordered the receivers, Albert L. Pope, George A. Yule and Egbert Tamblym, to make the distribution, which amounted to \$8,061. There were 195 outstanding shares. Twenty shares of the first preferred stock represented in part by script and in part by certificates of deposit of the stock of the American Bicycle Co., also were included in the order.

Immediately the order was signed it was complied with by the receivers, so that, their task completed, they were relieved of their official duties the next day. That they have acquitted themselves with the most satisfactory results to all concerned is recognized by the trade, it being remembered that not only were all the general creditors paid 100 cents on the dollar, but

that interest was allowed on the claims, as well, for the extent to which payment was delayed.

Elliott Mason to Leave Pope Service.

Elliott Mason has tendered his resignation and will part from the Pope Mfg. Co. on October 1st next, when he will have completed thirty years of service for the Pope interests. When he retires he expects to indulge in a long loaf and to busy himself with nothing more exacting than a new grandchild who recently arrived on the scene. Mason is one of the few remaining links between the beginning and the present of cycling. He began as a Pope agent in Yonkers, but immediately a Pope branch was opened in New York City he was made its manager and remained so for twenty-odd years, or until it was discontinued, about three years ago. He then was transferred to the factory at Hartford, where he since has remained. Mason early obtained Col. Albert A. Pope's confidence and never lost it; he exerted great influence on the Colonel and played far greater parts in Pope affairs than appeared on the surface. He usually was consulted on all matters of moment.

N. S. U. Discontinues Chicago Branch.

The N. S. U. Motor Co. has discontinued its Chicago branch. The vacant store at Michigan avenue and Sixteenth street did not, however, long remain unoccupied, the Yale agent promptly obtaining the lease and taking possession.

Evansville Concern Changes Its Name.

The Koch Stove & Hardware Co., Evansville, Ind., has changed its title to Koch Outfitting Co. The concern handles bicycles and accessories among a number of other things.

Kraus "Opens Up" in Elkhorn.

Ben B. Kraus, Elkhorn, Wis., has opened a new store in that place. He is handling bicycles in connection with hardware and sporting goods.

MIAMI'S NEW MOTOR BICYCLE

Big Company Re-enters Industry with New Model Radically Different from Its Predecessor—Its Chief Features.

Having decided to re-enter the motor-cycle industry and having evolved the machine itself, the Miami Cycle & Mfg. Co., Middleton, Ohio, has lost no time in again shying its castor into the ring and is showing no hesitancy in putting the new motor Racycle to the public test. It will make its debut next week on the occasion of the F. A. M. endurance contest.

The return of such a big and aggressive company to the newer business is in itself an event that causes no small interest to attach to its new product, which proves to be radically different from the motor Racycle of two years ago. The newcomer is a belt-driven model, mounting a single cylinder high speed engine of 4 horsepower, the dimensions of which are $3\frac{1}{4}$ -inch bore by about $3\frac{3}{4}$ -inch stroke, which is up to the piston displacement limit of 30.50 cubic inches. The motor is suspended vertically and well forwarded at three points in a straight double bar frame. Drip feed lubrication is employed. The options of either flat or V-belt, affording a free engine effect, and of battery or magneto ignition are offered. The wheel base is 56 inches and the wheels 26 inches; the spring fork is of the barrel and plunger type. The tank, carried between the double bars of the frame, has a capacity of 6 quarts of gasoline and 2 quarts of oil; there also is a reserve tank holding 2 quarts of fuel. The muffler is of large size, 4 by 11 inches, with a capacity $4\frac{1}{2}$ times greater than the displacement of the piston, and as a result the Racycle is declared to be "as silent as the grave." It is finished in French gray with panel striping.

Sample machines are expected to be ready for shipment by September 1st.

EXPORTS AGAIN CREEP UPWARD

June Resumes the Climbing Process Interrupted by May—Fiscal Year Closes with Shrinkage Greatly Reduced.

Exports of cycles and cycle parts showed an improvement for the month of June which may indicate that the decline noted for the month of May was only a temporary halt in the upward progress which began in January last. The total figures for June are \$59,669, as against \$53,650 for the corresponding month in 1908, an increase of \$6,017.

This increase is made up by 11 of the 18 geographical divisions covered by the official report, these divisions showing an aggregate increase of \$16,278. Declines in other divisions, offsetting in part this amount, include a drop in exports to the United Kingdom amounting to \$5,460. Most noteworthy among the countries showing an increased demand are France, which adds \$5,004; British Australasia, adding \$3,957; Japan adding \$1,959.

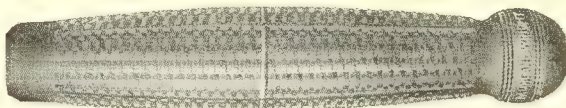
With the increase for June and the steady improvement marking the first four months of the calendar year the figures for the fiscal year ending with June show a marked contrast to the heavy declines which have marked several preceding years and suggest the possibility that the low water mark has been reached and the tide is turning. The total exports for the year were \$723,893, as against \$796,277 for the preceding fiscal year. The decline amounts to \$72,384, as against a decline of \$386,637 noted for the year 1907-8, a contrast which may appear more striking in the statement of its percentage, which is less than 10 per cent. for the year just closed as against over 32 per cent. for the year preceding. The increases for the year were made in seven of the geographical divisions, the group designated "Other Europe" leading with an increase of \$69,797, or nearly 100 per cent.

The following table shows the decline and gradual recovery of foreign trade.

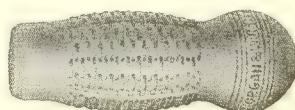
Exported to—	June		Twelve Months Ending June		
	1908	1909	1907	1908	1909
United Kingdom	\$15,866	\$10,406	\$294,722	\$104,793	\$105,262
Belgium	1,614	2,776	27,067	24,441	34,755
France	120	5,124	38,940	22,395	33,029
Germany	1,676	1,365	40,466	30,692	21,548
Italy	1,716	1,975	22,172	27,810	21,956
Netherlands	2,952	2,265	38,482	31,442	33,782
Other Europe	3,505	4,622	199,308	70,507	140,306
British North America	6,009	6,189	55,324	63,113	56,969
Mexico	5,652	4,623	95,529	97,150	56,677
Cuba	2,705	2,827	40,568	43,007	21,866
Other West Indies and Bermuda..	1,073	1,496	20,117	25,166	15,584
Argentina	2,080	625	19,392	14,899	18,539
Brazil	1,407	225	13,137	8,172	5,073
Other South America.....	937	819	18,747	15,655	10,480
Japan	2,018	3,967	143,366	98,084	54,514
British Australasia	2,986	6,943	81,482	91,304	60,793
Other Asia and Oceania	960	2,079	23,657	18,881	24,636
Other countries	374	1,341	10,438	8,766	8,124
Total	53,650	\$59,667	\$1,182,914	\$796,277	\$723,893

Rubber Grips in Improved Form.

Having met with a warm welcome from motorcyclists in the introduction of a long, soft rubber grip, Morgan & Wright, of Detroit, Mich., not only have produced an improved grip of the now well known "rough rider" type, but have carried the idea to its logical conclusion and have brought out a short grip as well, suitable



for either bicycles or motorcycles. As is revealed in the accompanying illustrations, the new grips are marked by a "basket weave" surface, which, while offering the same yielding effect as the smooth rubber,



avoids any suggestion of "stickiness." The ball end is designed to afford a comfortable resting place for the palm of the hand, and a choice is offered as to color, the grips being supplied in either red or gray rubber.

How a Useful Tool is Ruined.

One of the most destructive customs, which prevails among file users generally, is that of loosely throwing files, fine and coarse, small and large, into a drawer filled with cold chisels, hammers, lathe tools, etc., and then tossing similar tools onto the files. When it is considered how small a portion of the points of the teeth is worn off by extreme wear, and when the file is properly used, but that to effectually dull them for some kinds of work, requires but slight knocking upon a hard surface, the evils of the habit readily will be apparent, and suitable provision should be made to avoid its destructive tendencies. With proper care the life of a file should be as long as that of any other tool and its utility is usually increased by constant use if the surfaces are not abused.

REVEALS NEW MOTORCYCLE BRAKE

New Departure Puts Out a Type Having an Internal Expanding Band—Opens Against the Hub Rotation.

For some time it has been known that the New Departure Mfg. Co., of Bristol, Conn., had something "up its sleeve" in the way of a new internal expanding band brake; for, as a matter of fact, a number of motorcycle manufacturers and riders have been trying out the device in hard service to test its value and capabilities before it should be put on the market, but the announcement of the new model discloses that in many respects it is an even more radical improvement over previous types than had been anticipated.

The main betterment is in the actual brake mechanism itself, which consists of an internal expanding band of the simplest possible construction and which, in contrast to the old type, features an arrangement of the parts in such a way that the band opens or expands in a reverse direction to the rotation of the hub, rather than with the hub movement, so that it is impossible for the brake to "wind up," bind and lock. This eliminates a constant danger which has been the cause of accidents with old brakes.

In exterior experience the distinctive New Departure concave design is retained, and the actuating principle of the mechanical construction embodies an adaptation of that which has proved so successful in the past. The working parts of the brake itself, however, have been reduced to two, these being the brake band and the lever. The band encircles the entire brake plate and is made of tool steel especially tempered for the service. The band is 3 inches in diameter, being $\frac{3}{4}$ -inch width and $\frac{1}{4}$ -inch thickness. Its forward end is anchored to the plate by a heavy stud and the remainder of the band is free. The lever is very heavy and strong, and is pivoted to the brake plate by a stud. The toggle of the lever extends in half circular shape for engagement with brake actuator.

Upon the application of back pedal pressure the new and heavy clutch or actuator engages with the lever in such a way as to force the brake band into expansion contact with the brake drum at all points of the circle. Owing to the increase in the diameter and width of the brake drum the latter has twice the area of braking surface that was provided in the old model. The general size of the brake as a whole has been increased, but not sufficiently to make the weight or dimensions objectionable. Emphasis is placed on the fact that the new model eliminates the old trouble of "picking up" the pedals, thereby avoiding the necessity of constantly changing the position of the feet when riding, an annoyance with which many motorcyclists are only too familiar.

DETECTING RINGS OUT OF PLACE

Ingenious Test for Locating Trouble in the Piston Packing—Slots in Line a Cause of Leakage.

That a considerable loss of compression may result if the slots in the piston packing rings are in line is generally accepted as fact. Ordinarily it is not believed to be possible to detect this fault, however, without removing the cylinder. But that it is actually possible to determine when the rings are out of place in this way, and by very simple means, is the theory of one expert who claims to have stumbled upon the idea by purest accident.

Briefly, his method is to disconnect the driving gear from the motor, leaving it free to turn in either direction, and then to rotate the crank shaft by hand until the compression begins to be felt. By rocking the crank shaft over the compression point several times, it is possible to "feel" the compression in both directions, that is to say when the shaft is turning forward, and when it is turning backward. According to the authority in question, if the slots through the rings are in line on the front side of the piston, it will be found that the compression is stronger when the shaft is being turned forward than when it is turned backward. Similarly, if the slots happen to be in line on the back side of the piston, the compression will be weaker when the motor is turned forward, than when it is turned back.

It does not necessarily follow that if the compression is the same regardless of which way the shaft is turned, the rings are placed properly. It might be that the slots were in line at one side, when the above effect would not be noticeable. Only when the openings came exactly at one side or the other, would the effect be neutralized absolutely, however, so that the test should be accurate in all but the most exceptional instances of trouble of this sort.

The reason is not far to seek when it is observed that during compression, no matter which way the shaft is being turned, the piston is forced against the cylinder wall on the side opposite to that on which the crank lies. The effect of this is to crowd it so closely against the wall that there is practically no chance for leakage to occur even if the rings afford a clear passage for the gas. But if the rings are open on the other side, ample opportunity is afforded the gas to slip through any opening which may exist. While the test is not a very accurate one, its possibilities are interesting to consider and serve as a good illustration of the work which the rings are called upon to perform.

Successive Uses for Files.

Economy in the wear of files is largely governed by the material on which they

are used, in the different stages of their career. In the ordinary use of the machine shop, the first wear of files should be in finishing the larger surfaces of cast iron, bronze or brass metals, all of which require a keen cutting tooth. They then may be made to do good execution upon the narrower surfaces of these metals, as a file that has been used more or less upon this kind of work will not tear the surface of these metals and consequently will do more effective work. To obtain the best results the file suited for general work is not so well adapted for filing brass or other soft metals, as those whose teeth are arranged for this purpose.

Curing Some Kinds of Overheating.

Although it is not generally appreciated, the real necessity for cooling a gas engine arises from the fact that lubrication cannot be carried on above a certain temperature, owing to the evaporation of the oil. On this account, it sometimes follows that heating troubles may be overcome by the use of a proper grade of oil in place of the one which has been in use. In cases where the oil in use is that recommended by the manufacturer of the motorcycle, such is not likely the case. But where overheating results soon after a change in the brand of lubricant in response to the advice of a friend or the blandishments of an overzealous agent, it is a good plan to change over to the old love before making any material alterations in the adjustment or construction of the machine.

Cutting Down Fuel Consumption.

Unusual economy and slow running of machines equipped with mechanical inlet valves, is sometimes due to the valves not being fully opened, thus preventing a full charge being taken in. A reduced charge would give a lighter explosion with an accompanying decrease in speed, and a lessening of the fuel consumption. Considerable economy can be effected by running with the tank needle valve opened just enough to allow a very small stream of gasoline to flow. This will reduce the "head" or tank pressure on the carburettor nozzle, and obviate any tendency of the fluid to slop or bubble over and waste itself in useless evaporation.

Squeak in the Valve Rocker Arm.

Overhead valve rocker arms sometimes set up a squeak, suggesting want of oil, which is hard to account for, particularly if they are frequently lubricated. Being situated close to the combustion chamber, they become quite hot, and the sperm or bicycle oil commonly used being of light body, has a tendency to evaporate and dry up. Graphite will be found much more satisfactory for lubricating purposes, and will survive the heat longer than oil, as it can stand any degree of heat without becoming thick. To secure the best results the rocker should be dismantled, and the bearing surfaces thoroughly smeared with lubricant.

SLIPPAGE SWELLS THE TIRE COST

High Speed Causes Unlooked for Results—What Happens When the Rear Wheel Leaves the Ground.

Motorcycle tires, like school children's shoes, wear out at a rate which is positively heartbreaking. There are ways of reducing the wear, of course, and one of the best of these is to buy only the best of understandings, which usually is the same thing as saying the most expensive. But it is a fact that several of the many causes which contribute to tire wear cannot be reduced either by exercising discretion in purchasing only makes which are essentially suited to the machine on which they are to be used, or by skilful and persistent attention. One of these is wheel slippage, which too frequently is given little or no attention.

That the driving wheel does slip more or less is a well known fact, but a fact which seldom is taken into account in explaining the rapid rate of tire wear. The reason for such slippage is not difficult to see, when it is remembered that all the force which is exerted in propelling the machine must be transmitted through the tire, and that its effect is exactly the same as though the wheel were held perfectly rigid and an equal amount of force was expended in an effort to drag the tire around the rim. This, as a matter of fact, accounts for the tendency of a tire which is poorly secured, to creep. This tendency is most noticeable when high speed is used.

Whenever the machine strikes an obstacle in the road which causes the wheel to bound ever so slightly, it is evident that the wheel must leave the ground for a very brief instant. During that instant, as the driving force is still applied with undiminished pressure, the speed of the wheel is increased. Consequently when it strikes the ground again, its surface speed is somewhat greater than that of the machine.

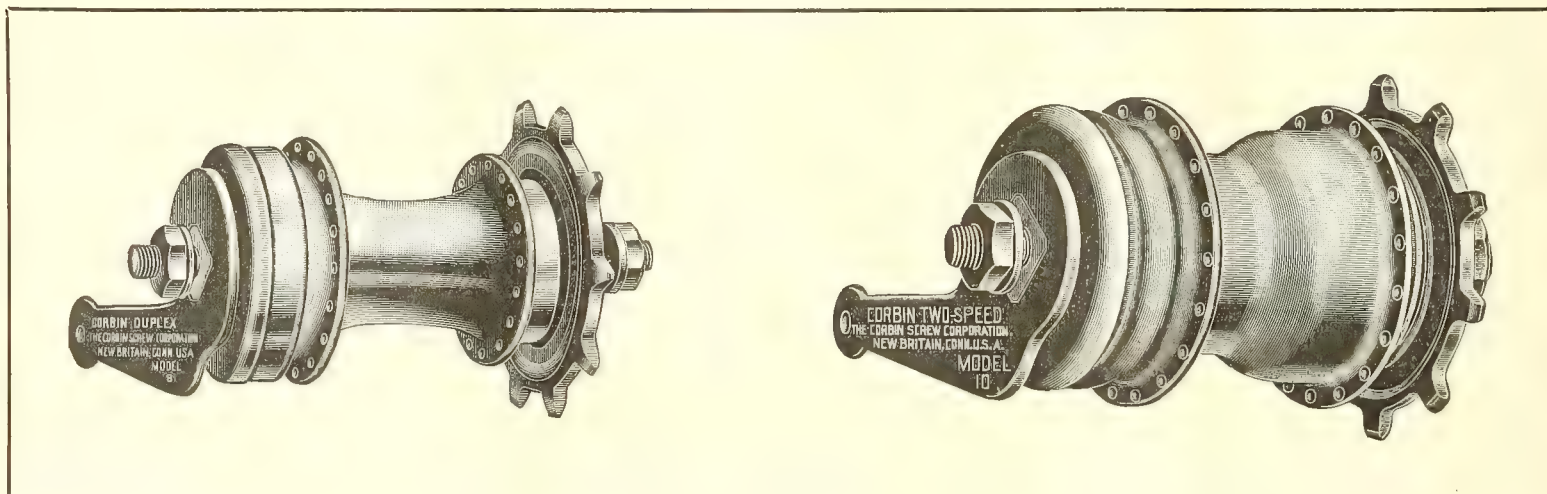
The effect is known as slip, or slippage. As figured in the case of automobiles, it has been found to amount to as much as 5 per cent. at 90 miles an hour, which means that while the front wheel has made 100 revolutions, the back wheel has made 105 revolutions. Such slippage increases very rapidly with the speed, of course, for at 60 miles an hour, it is only a trifle over 1 per cent., while at 40 miles an hour, it is only about a third of one per cent. All the same, it is sufficient to assist materially in the tire wear which occurs at high speeds, for the simple reason that every time the rear wheel recovers from a bound off the road, a harsh scraping effect is produced, very much as though a rough and gritty spoon brake were applied to the tire with full force. Many torn casings result from this cause, when sharp stones are encountered as the tire recovers its normal speed after a momentary spinning.

The Best Invention Ever Devised

could be spoiled or minimized by poor or indifferent workmanship. It is the superiority of Corbin workmanship—the care and attention given even the smallest detail, that has been largely responsible for

THE PREMIER POSITION

of the Corbin Coaster Brake



Any one who knows anything at all recognizes (even if he does not always openly admit it) the superiority of

CORBIN WORKMANSHIP

That is why the name Corbin on any article is practically a guarantee of quality and satisfaction.

CORBIN SCREW CORPORATION

LICENSED COASTER BRAKE MANUFACTURERS.

NEW BRITAIN, CONN, U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

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NEW YORK, AUGUST 7, 1909.

"I recently purchased a twin Indian with tri-car, and quite by accident came across a copy of the *Bicycling World* this morning at 9 o'clock. It is now 9.15, and here's my 'two spot' for a year's subscription."—J. B. Haviland, Wichita, Kan.

The Crisis in the F. A. M.

The murky haze which enveloped the proposed new F. A. M. competition rules and caused a dank smell to attach to them and to the proceedings attending their creation, has commenced to lighten and at least some of those who had to do with them are able to see some things more clearly and in a different light.

Instead of the proposed rules being so "finally adopted" that a date had been fixed for their effectiveness—instead of having the rules "printed and ready for distribution" at the Indianapolis meeting, and there being no time remaining for change or discussion, as was stated in a previous communication bearing his rubber stamp signature, but which he did not write, the chairman of the rules committee has issued a call for a meeting in Indianapolis on Thursday next "for the purpose of affording a final discussion and review of the proposed rules and for their formal adoption," which sounds more like a real chair-

man and less like a phonographic reproduction.

As the president of the F. A. M., who assumed the roles of compiler of rules and general manager or director general of the rules committee had previously stated, under pressure, that the rules would be so changed as to provide for a professional class, it follows that the trade rider and private owner classes must undergo considerable reconstruction. If they are permitted to remain in anything like their present shape, not only will they cause the professionalizing in all other sports of all who may compete under them, but they will leave conditions exactly as they are today, plus much added confusion and discord. If the most obvious change is made an equally miserable and discordant state of affairs will be created that ultimately must prove the undoing of the rules after much damage is done.

If that part of the committee which is directly responsible for the proposed new code will reflectively digest the fruits of its work and weigh their probable effects, we believe they will discover that they are presenting to the F. A. M. both horns of a dilemma from which the only possible escape is adherence to the long established and deep-rooted principles of sport—amateurism and professionalism.

A few there are who have forgotten the lessons and bitter experiences of the past and there are others who, knowing nothing of them, fancy that the present movement within the F. A. M. to abolish amateurism, or to straddle it, is a new or novel movement, whereas it is nothing of the sort. It merely is history repeating itself, and in aggravated form. To all who believe that experience is the best teacher we commend a careful reading of the history of the two previous attempts to juggle or otherwise tamper with amateurism which is printed on another page. Although briefly sketched, it is lengthy; but it is interesting and it is instructive and worth reading. It points the route by which the F. A. M. may avoid the pitfalls which marked the inglorious end of the previous efforts to blast the very foundation of sport, amateurism—which, signed assertions to the contrary, is exactly what the private owner trade rider classification seeks—perhaps without studied intention—to accomplish.

There are those who profess to pooh-pooh amateurism, who declare that those members of the F. A. M. who are fighting for its retention are "worshipping idols"

and "gods of their own designing." But unfortunately those who make such declarations mistake principles for idols and forget that amateurism was established before any of those who are parties to the present discussion saw the light of day even though some of them long since passed the spring chicken age; the amateur rule, therefore, scarcely can be of their designing. For ages it has stood for real sportsmanship and it will continue to stand for it even though there be hundreds who abuse it.

One paper prints what is termed a series of "snap shots" on the subject, but which have the familiar sound of the oft-repeated noises of an upper Broadway phonograph. The "snapshotter" avows that manufacturers are "compelled to bribe capable amateurs" and that the only real amateur is the "dub," which may or may not be true. "Compulsory bribery" is, however, a startlingly new transgression, and if it be true that to be an amateur is to be a "dub," there are millions who are proud to be classed as "dubs" under such a title, and there are tens of thousands who wear the designation that implies that they are experts who would give much of their possessions to exchange it for the other distinction. It is a distinction that marks the difference between the opening and the closing of the doors of homes and clubs and even commercial establishments; and neither the F. A. M. nor any other organization has license to rob a man of such a possession. The right of every man to choose for himself the order of his sportsmanship is a precious right, whatever may be his means of livelihood, and it is for the preservation of that right that the *Bicycling World* contends and will continue to contend. The F. A. M. has no right to do that which will close the door of a single home or a single club to even one of its members who desires to respect its rules.

There may be officials of the F. A. M. who do not care a rap or a damn for the Amateur Athletic Union, or for the F. A. M.'s alliance with that powerful body, or other bodies; but discretion is the better part of valor, and it were well to sing small of such opinions. For through the A. A. U., the F. A. M. is affiliated with the collegiate, the scholastic, the Y. M. C. A. and the Turnverein organizations, with the oarsmen's, the fencers', and many other governing associations, and through at least one other alliance it is similarly linked with a number of important foreign bodies. When any man or organization lightly

talks of tossing such strength and affiliation to the winds, and of so flying in the face of such power as to imperil the standing of every person who may be a member of the tossing organization, or who may own a track or promote a meet, it is charitable to believe that someone has "lost his head."

If motorcycling is a sport, it must be treated and governed as a sport. If it is not a sport, it must be a business, and the rules of commerce must apply. But we all know that it is a sport, a sport of the individual, a sport of speed and skill and courage. To prove his contention, any man who believes that it is so much more a matter of machines than of men should find the machine and seek to emulate the performances of the riders who have made motorcycle history. It is essentially a one-man sport, and in such sports the nature of the implement employed is of small consequence. Even in automobile competition, which, like yachting, is not exactly a one-man sport, public sentiment forced the adoption of an amateur distinction; incidentally, automobiling affords another pretty instance of the effect of make-believe amateurism and commercialism. For its own purposes the trade has ridden it almost to a standstill; there are few real sportsmen left in it, and the trade finally tiring of the expense, promoters now are hard put to obtain entries. Even the Glidden touring contest was this year but a skeleton of its former self, and the chairman of it resorted to previously unheard of and almost desperate means to fill the ranks. Trade and sport do not mix. They are foreign to each other. Discord and stagnation always follow the effort to make them mingle.

In a defense or statement prepared by the director-general of a part of the F. A. M. rules committee, and signed, if not carefully read, by several members, the false premises underlying the trade rider-private owner classification is made as clear as the light of day. They say:

"Under the present rules, most of the so-called 'amateurs' are nothing more than trade riders who are paid salaries and bonuses for riding. . . . with the almost unlimited facilities of a large factory behind them."

As a matter of fact every man who loaned his name to that statement, is well aware that the so-called amateurs to whom they refer do not exceed fifteen in number, and they know as well that if two of the F. A. M. officials who joined in the statement did their full duty, as Abbot Bassett and

the L. A. W. did it under exactly similar circumstances 23 years ago, every one of the so-called amateurs would have been made professionals long ago. While they use the term "trade riders," they really mean "factory riders."

It will be a truly remarkable state of affairs if, because of the faults of 12 or 15 riders, and the neglect of one or two officials, every man in the trade is made a scapegoat and forced to wear an unsportsmanlike brand and the standing of all motorcyclists is imperiled in all other sports. It hardly seems possible that the F. A. M. will permit such a situation to come to pass.

If the rules committee and the F. A. M. desire to encourage private owners without endangering any man's status, or without placing a stigma on the sportsmen of the trade; if they desire to not only stop "bribery," but to punish it; if they desire to limit the operations of and to smoke out the bogus amateur and the bogus private owner; if they desire to prevent abuse of the rules and to hold the responsible officials to a specific line duty, amendments will be presented at Indianapolis, which we incline to believe will greatly further those desirable ends.

The basic principle involved is not one that should be or can be affected by personalities or clouded by a maze of words. The whole matter is a matter of common honesty, about which no difference of opinion seems possible. There are no degrees of honesty; a man either is honest or he is dishonest; he cannot be made dishonest against his will. No legislation that ever may be conceived will make all men honest, but that fact is not justification for any attempt to juggle with or to straddle the basic principle or to give the color of legitimacy to dishonest practices. The many must not be made to suffer for the faults of the few.

No manufacturer or tradesman who is true to himself can favor the proposed rules or anything like them and be true to his guiltless employes, to his agents and to the men who purchase and use his production. The discussion and exploitation of the proposed new code has served good and enlivening purposes, but the harm that can be done by a false step as the Indianapolis meeting is incalculable.

If any manufacturer desires, openly and above board, to employ paid riders, the way is clear. Let him employ professional riders. Racing for pay is their business

COMING EVENTS

August 8, Brooklyn, N. Y.—Long Island Division, Century Road Club Association's bicycle and motorcycle century run; open.

August 8, Baltimore, Md.—Crescent Bicycle Club's and Carroll Cyclers' dual meet at Yoedel's park.

August 10-11, Cleveland, Ohio—Federation of American Motorcyclists' national endurance contest from Cleveland to Indianapolis.

August 12-14, Indianapolis, Ind.—Federation of American Motorcyclists' seventh annual meet.

August 14, St. Louis, Mo.—St. Louis Cycling Club's annual 20 miles Forest Park handicap road race; open.

August 21, Wildwood, N. J.—Philadelphia Motorcycle Trades' Association's race meet; open.

August 29, Brooklyn, N. Y.—Century Road Club Association's annual veteran's century run to Sayville and return; open.

August 29, Valley Stream, N. Y.—Empire City Wheelmen's 15 miles first unpaced road race; open.

August 29, Brooklyn, N. Y.—Century Road Club Association's annual veterans' reunion and century run; open.

September 12, New York City.—Century Road Club of America's pleasure trip to Rye Beach and return; open.

and they deserve the money and come by it honestly, which is more than can be said of the fake amateurs. They not only filch from the genuine amateur, but from the professional as well. The professional is a gentleman and a scholar in comparison with such bogus sportsmen.

As, when the meeting adjourned, the chairman of the F. A. M. rules committee found in his personal letter box at the hotel in which the meeting occurred, a **time-stamped** note from the greatly interested but tardy committeeman, stating that the hotel people knew nothing of such a meeting and requesting that he be telephoned when the note was received in order that he might attend the meeting, the fact that four men, or fourteen, later located the meeting, does not alter the truth or affect the situation. The hotel was "paged" before the note was written and though it remained uncalled for for seven hours, no one has charged ulterior motives or believes that they had to do with the case. The only insinuations have come from one of the men who was present at the meeting and who seems to think it is his duty to "run" the committee.

HOW INDIANAPOLIS HAS MADE READY FOR THE F. A. M.

For the first time since it was organized six years ago, the Federation of American Motorcyclists will hearken to the "go west" injunction. Indianapolis, which is in the State of Indiana, has invited the organization to become its guests, the organization has accepted and the dates—August 12, 13 and 14—have been fixed for the visit. Indianapolis has, so to speak, put its house in order, arranged to "dress up" as no city ever has "dressed up" for motorcyclists, and represented by the Indiana Motorcycle Club, which actively will play the part of the host, it is figuratively standing with the glad right hand extended. The officers of the club are Charles Wyatt, president; H. L. Dipple, vice president; Harry Graff, treasurer; Robert Sturm, secretary; G. H. Ham-

Racing—H. A. Githens, chairman; Frank B. Willis and Lee Chapman.

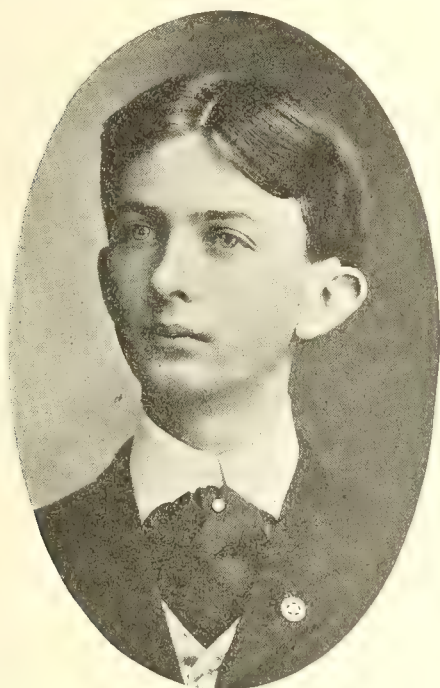
Entertainment—G. H. Westing, chairman; Harry Graff and John McCarver.

Prizes—W. D. Dean, chairman; C. F. Ball and P. C. Hudson.

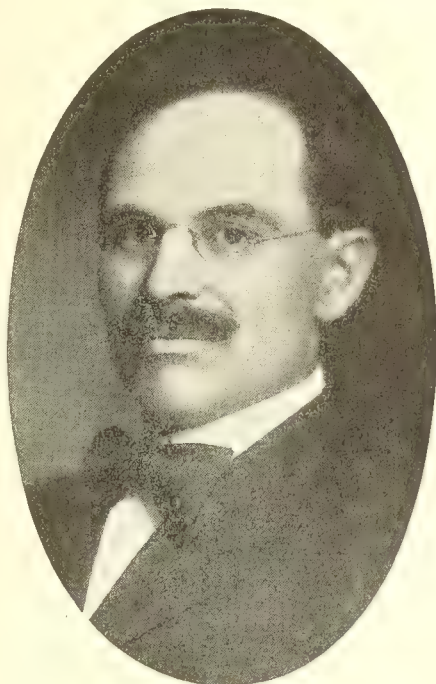
The Hotel Denison, at the corner of

Indianapolis officially will begin its role as host on the arrival of the endurance contestants. Wednesday night, August 10th, when an informal reception will be held and a light lunch served at the motorcycle club rooms.

Thursday, Friday and Saturday, August 12, 13 and 14, however, will be the "big" days in Indianapolis, and the actual "doings" will commence Thursday morning. "It is in the West that they do things," is a slogan that doubtless fully will be exemplified, for, according to reports from Indianapolis, that city will honor the visiting motorcyclists in a manner such as has never been done at a previous national meet. Among other things the Board of Trade will have the city decorated for the occasion.



CHARLES WYATT
President of Indianapolis Motorcycle Club



G. H. WESTING
Chairman of Entertainment Committee

Pennsylvania and Ohio streets, has been selected as the official hotel, where special rates will be accorded to all F. A. M. members upon presentation of their membership cards, but the rooms of the Indiana Motorcycle Club, at 444 West Vermont



G. H. HAMILTON
Chairman of Endurance Contest

ilton, F. I. Willis and L. M. Wainwright, directors.

"To hold you in perpetual amity, to make you brothers, and to knit your hearts," is the motto that has been chosen by the Indiana Motorcycle Club's committees having in charge the 1909 meet, as most appropriately expressing the sentiment of hospitality that will be extended to all visitors next week, and the committees that have borne the burden of preliminary details and will shoulder the varied responsibilities to be borne during the meet are as follows:

Executive—Charles Wyatt, chairman; H. L. Dipple, Harry Graff, Robert H. Sturm, L. M. Wainwright, G. H. Hamilton and F. I. Willis.

Finance—Gus Habich, chairman; F. I. Willis and George C. Detch.

Press—G. W. Stephens, chairman; F. O. Minter.



G. W. STEPHENS
Chairman of Press Committee

street, will be the real headquarters, and it is there that all members must register and will receive the souvenir badge.

That there will not be a dull moment during the three days of the meet is denoted by the unusually full program that has been arranged, as follows:

THURSDAY, AUGUST 12TH.

9 a. m.—Photograph at the Circle Monument.

10 a. m.—Runs to the principal points of interest in Indianapolis and vicinity.

1:30 p. m.—Motorcycle street parade, starting from the Circle Monument.

3 p. m.—Run to Riverside bathing beach.

8 p. m.—Reception and entertainment at the German House, with vaudeville entertainment and band concert, refreshments following.

FRIDAY, AUGUST 13TH.

8:30 a. m.—Business meeting and annual election of F. A. M. officers, at Board of Trade building.

2 p. m.—Races at Motor Speedway.

8 p. m.—Entertainment at Avondale Heights (at which, by the way, there will be "doings" that are but hinted at).

SATURDAY, AUGUST 14TH.

9 a. m.—Business meeting in assembly room, Board of Trade building.

2 p. m.—Races at Motor Speedway.

The souvenir program that has been published by the committee having such matters in charge is a work of art, with cover in brown and gold, and the inside pages artistically embellished with original drawings in silver tint effect, with the text matter in black.

One of the features on Thursday, not mentioned in the program for that day, will be a run to Kokomo, Ind., where the Kokomo Rubber Co. will play the part of host, which fact is ample assurance that those who make the trip will be more than delighted. A visit to the big plant where the well known Kokomo tires are produced, luncheon at the Kokomo Country Club and the presentation of souvenir watch fobs are some of the good things promised.

The business meeting which is on the card for Friday morning—Friday the 13th, by the way—promises to prove of unusual interest, for not only will the revised competition rules be presented for adoption,

but President Ovington and Secretary Webman, the latter of whom has served for five years, having positively declared that they will not stand for re-election, their successors must be chosen. There is no unseemly scramble for the offices, the only names that have been heard to date being those of Dr. C. J. Berrick, a Buffalo (N. Y.) enthusiast, and G. H. Hamilton, of the G. & J. Tire Co., and one of the Indianapolis meet workers.

In view of the fact that the 1909 F. A. M. meet will officially open the new Indianapolis Motor Speedway, not the least interesting part of the "doings" will be the racing on Friday and Saturday afternoons. The enormous track, which is located four miles northwest of the monument, is within easy reach by either motorcycle or trolley, while arrangements have been made for Big Four trains to run every twenty minutes up to within forty-five minutes of the time for starting the races.

The program for Friday afternoon's racing consists of eight events, as follows: Five miles handicap for private owners; 5 miles handicap, members Indiana Motorcycle Club; 10 miles F. A. M. national amateur championship, machines up to 61 cubic inches; 5 miles, machines not exceeding 55 cubic inches, without auxiliary ports; 10 miles, professional; 5 miles handicap, ma-

chines up to 61 cubic inches; 26 miles, machines not exceeding 30½ cubic inches.

Two championship races, the principal one being the one hour championship, will top the bill on Saturday, the complete card being as follows: Two and one-half miles handicap, private owners; 5 miles National amateur championship, machines up to 61 cubic inches; 1 mile time trials, flying start; 10 miles amateur handicap, machines up to 61 cubic inches; 1 mile professional, machines up to 61 cubic inches; 10 miles amateur, machines not exceeding 30½ cubic inches, and one hour National amateur championship, machines up to 61 cubic inches.

From present indications it is assured that all the events will be more interesting and better contested than at any previous annual meet. For East, West and even the Pacific coast are sending their doughtiest men to do battle. Edward Lingenfelder, Paul Derkum, C. Balke, Ray Seymour, W. Hoag, already having left Los Angeles; the first two will ride in the "pro" events, as will Jacob Derosier, Springfield, Mass., and Charles Merz, Indianapolis. Walter Berner, Erwin Baker, John Sink and John Merz, of Indianapolis, will constitute the local talent, reinforced by Huyck, of Chicago. The East will send Kellogg, Goerke, Chapple and Rice.

F. A. M. Endurance Contest Attracts a Record-Breaking Entry.

As usual, the curtain on the F. A. M. annual meet will be raised by the national endurance and reliability contest—the eighth of the sort—which this year starts from Cleveland, Ohio, on Tuesday, 10th inst., and occupies two days in its progress to Indianapolis, where it will end on Wednesday evening, 11th inst. It is the first of these contests that did not either start or finish in New York City, and that the change of scene has proved worth while is attested by the entry list. When it closed Thursday last, 5th inst., there were 88 entries in the hands of G. H. Hamilton, the chairman; it is a record breaking number. Last year's entry list, which was larger than any of its predecessors, showed 65 contestants, of whom 61 actually started, while in 1907 an entry list of 60 proved the high-water mark up to that time.

The start will take place in front of the Hollenden Hotel, in Cleveland, at 6 a. m. Tuesday morning, when the riders will be dispatched through Strongsville, Medine, Creston, Wooster, Millersburg, Coshocton, Dresden, Newark and Etna, to Columbus, the night control and the Ohio State capital, a distance of 173.7 miles. The checking stations designated are Wooster and Newark, where white flags will be displayed, and Coshocton, the noon control, will be signified by a blue flag. The second day's travel is 188.3 miles, giving a total of 362 miles for the whole run. The route lies almost straight west from Columbus, through LaFayette, Springfield, Dayton and

New Paris, Ohio, over the State line to Richmond, Ind., the noon control, from which it goes to Liberty, Connersville, Rushville to Indianapolis, Indiana's capital and metropolis. Dayton, Ohio and Liberty, Ind., will be the day's checking stations.

Instead of a schedule giving a fixed average rate of speed for the whole distance an innovation has been introduced by varying the rate of travel according to the locality, so that the riders may be entirely respectful of the speed laws. From Cleveland to Coshocton the running schedule and arrivals at checking stations and controls is based on an average speed of 15 miles an hour; from Coshocton to Columbus 17 miles an hour prevails, and 19 miles an hour is the basis of reckoning from Columbus to Indianapolis. A latitude of 29 minutes is allowed for early arrival, although 30 minutes in advance of schedule time entails disqualification and elimination from the contest. A five-minute allowance, fast or slow, will be granted for variation of watches. Late arrival imposes a point for each minute not in excess of 30 minutes, and two points per minute thereafter.

The contest, which is open only to amateurs under the F. A. M. rules, divides the competitors as follows: Class 1A, for private owners riding single cylinder motorcycles; Class 2A, for private owners riding multi-cylinder motorcycles; Class 1B, for riders engaged in the trade using single cylinder machines; and Class 2B, for trade riders using multi-cylinder motorcycles.

Class 1B, for riders engaged in the trade using single cylinder machines; and Class 2B, for trade riders using multi-cylinder motorcycles. Each competitor is given an initial credit of 1,000 points, from which his penalizations subsequently are deducted. Gold medals will be awarded for perfect scores and silver ones for all scores of not less than 900 points.

The penalties, in addition to those for tardiness, are the hill climb penalizations and those that are imposed for breaking seals. The technical committee will seal the cylinders, battery boxes and magnetos of the machines before the start, and it will cost 100 points to break a cylinder seal and 25 points for battery box or magneto.

In Classes 1A and 1B there is a 25 points penalty for dismounting or touching the feet to the ground in the hill climb and 10 points for pedaling, which is taken to mean more than one revolution of the cranks at any time. The riders of multi-cylinder machines are penalized 50 points for touching feet to the ground and 25 points for pedaling.

Connersville, Ind., which is near the noon control on the first day, has been selected as the scene of the hill climb test. Here the riders must dismount and sign checking sheets, after which the contestants will be sent up the hill, one at a time, in the order of their arrival. The time required for making the ascent will not be taken into consideration, and there should be few failures, as the grade is only 5 per cent. and the hill only one-fifth of a mile long.

SPRINGFIELD TRACK PROVES LIGHTNING FAST

Huyck Brings Down Mile to 42 3-5 Seconds and Other Records Topple

That the most enthusiastic advance reports concerning its wonderful speed possibilities were more than justified was proved in unmistakable manner on Saturday afternoon last, 31st ult., when the new three lap Springfield (Mass.) motorcycle saucer track officially was opened to the public. World's records fell like leaves, no less than 25 of them going by the boards, of which 20 were professional and 5 ama-

one-eighth mile from the nearest car lines, a crowd estimated at 4,000 persons were in the stands when the first event was called, a few minutes after 3 o'clock. The scene inside the track somewhat resembled the old Springfield tournament days, except that it had an up-to-date air. In the arena, instead of horses and carriages, numerous automobiles were parked, while a refreshment stand, a band, and a negro who

the third and final lap, when the gray sweater of Spencer was seen to forge slowly forward. About 30 yards from the line Spencer let loose a heart-breaking burst that carried him across the line a half length ahead of Gustafson, while Huyck barely beat out Goerke for third place. A blanket could have covered the quartet. The time was 57 4/5 seconds.

Because they did not group at once, some



GENERAL VIEW OF NEW MOTORCYCLE TRACK AT SPRINGFIELD, MASS., SHOWING "INAUGURAL DAY" CROWD

teur marks. Derosier was the professional to inscribe his name anew in the book of fame, while Huyck, Chicago's alleged amateur, eclipsed even the brilliant performance of Derosier. He cut the mile record from 45 3/5 to 42 3/5 seconds, which is a rate of 87 miles per hour.

The marvelous performance caused Jack Prince, who built the track, and who acted as announcer on Saturday, to become greatly frustrated. Raising the megaphone to his lips, he shouted:

"Ladies and gentlemen! The most—ah—marvelous—ah—astounding, record-breaking feat—ah, since the world began. Ladies and gentlemen—ah, Huyck's time for the mile was 2 minutes 42 3/5 seconds!"

The crowd laughed, and Prince repeated: "Two minutes 42 3/5 seconds!"

Then someone gave Prince a gentle nudge and told him that 2:42 3/5 for the mile might have been fast back in the '80's but not in 1909—and Prince came back to earth.

The inaugural meet, which had been postponed from the Saturday previous, was a notable one in many respects. Despite the counter attraction of a double header ball game, and although the new stadium is located two miles from the city proper, and

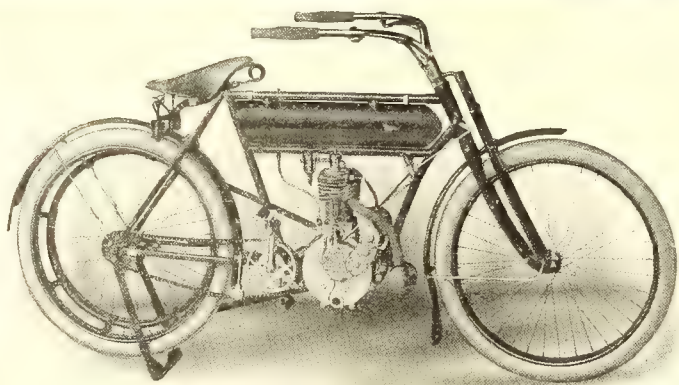
dodged all the baseballs one was willing to purchase, lent a county fair appearance to the ensemble. A refreshingly significant, and in these days a novel exhibit, was the silverware which constituted the prizes for the amateur events. It was displayed on a table in front of the grandstand, where it could be seen by all.

Although the record-breaking by Huyck and Derosier naturally constituted the feature of the meet, their performances were not the only interesting events of the afternoon. In reality, the first event, a mile race for machines up to 45 cubic inches, was the most exciting event of the day, and although the time made was slower than in any of the events that followed the race itself was close all the way and provided a blanket finish that had the crowd on its feet yelling for Spencer, the local favorite. This, as well as all the events, was from a flying start, and Fred Huyck, Walter Goerke, Charles S. Spencer and Charles Gustafson, all on Indians, made the running. Goerke set out to make the pace, but was soon passed by Huyck, who in turn was ousted by Gustafson, Spencer in the meantime hanging close behind. The field kept bunched until the last half of

little delay was experienced in starting the mile open professional, with Derosier, Turville, Ruden and Schultz on deck. Derosier got the best of the start by about 10 yards, but it would not have made any difference had he started behind the others. He steadily nosed out a lead that increased to a half lap at the gun, covering the distance in 47 4/5 seconds. Ruden, Turville and Schultz followed in the order named.

W. F. Whitmarsh, of Providence, R. I., showed up at the last minute and started in the three miles amateur, limited to machines of 45 cubic inches, which had five starters. Whitmarsh, who was the only competitor who did not ride an Indian, was hopelessly outclassed, and Gustafson drew away from the remainder of the field, winning by nearly a half lap in 2:40 3/5, wonderful speed, but a novice performance to the phenomenal time made later in the afternoon. Goerke got second and Spencer third, the fight between these two for the first two miles being the interesting feature of the race.

Derosier had as much of a romp in the 10 miles professional as he had in the first event, lapping the field whenever he apparently felt like it. He lapped Schultz in



The '09 YALE 3

**Established the World's Record for Endurance,
on July 9th, 10th and 11th,
in the Chicago Motorcycle Club's Endurance Run.**

We Won the Cup—Others Made Perfect Scores,

which proves we must have done something better. After being awarded the cup the YALE machines were ready to make the same run again.

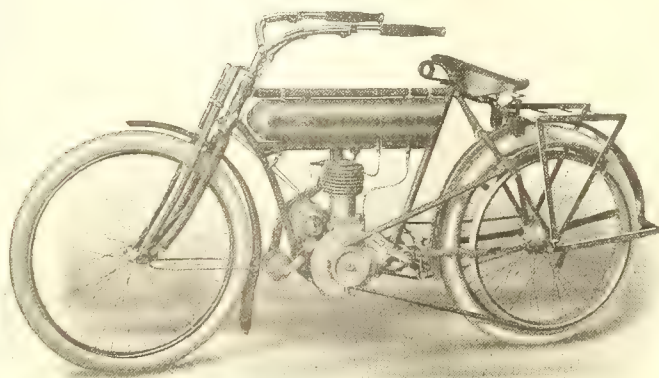
REMEMBER:—The battery box, spark plug, vibrator, magneto and carburetor were sealed, and seals were found intact at completion of run.

The Chicago Tribune, July 13th, says:—

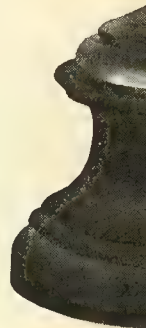
"The Yale team, composed of S. J. Chubbuck, W. W. Ingram, and A. R. Oberwegner, was awarded a perfect score and declared the winner of the Silver Loving Cup by the technical committee in the six hundred mile Endurance Run held under the auspices of the Chicago Motorcycle Club, which was completed on Sunday.

"The Excelsior team was given second place, the Harley-Davidson trio third, Pierce fourth, and the Armac team fifth.

"When the committee examined the machines of the winning trio yesterday it could not discover a single defect in the mechanism."



We also make YALE and SNELL Bicycles, Consolidated Package Cars, Hussey Handle Bars and Drop Forgings of every description.



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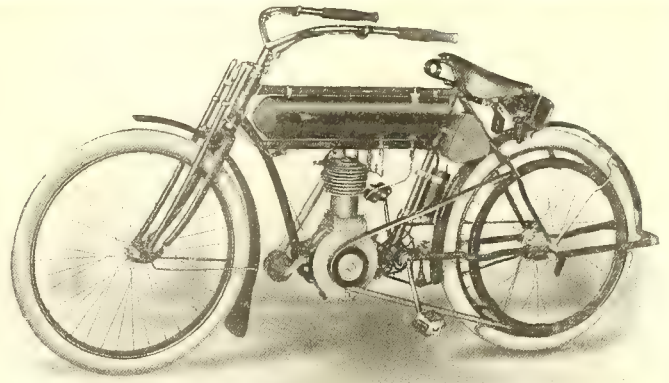


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THE CONSOLIDATED MFG.

JOHN MOORE & CO., 59

h. p. Motorcycle

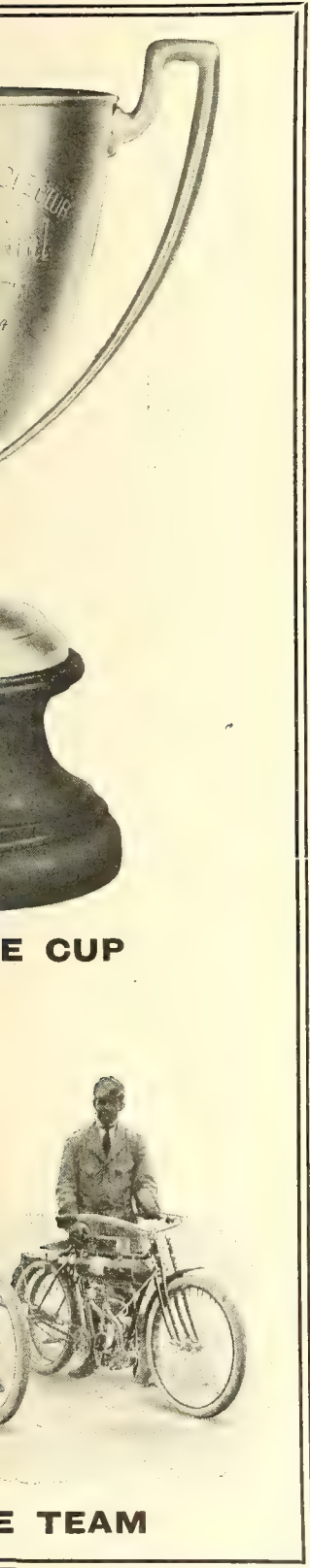
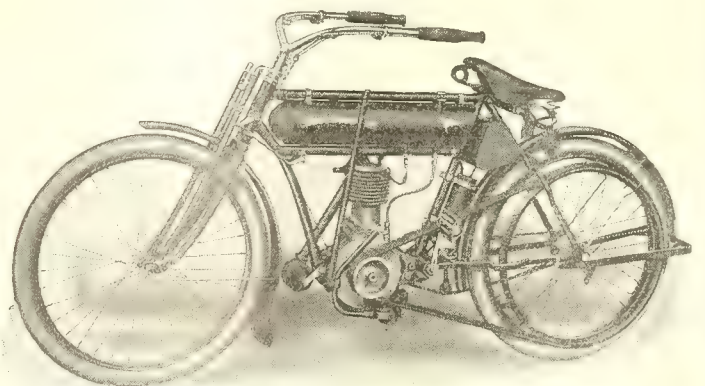


600 miles without making a single adjustment at an average speed of 20 miles an hour—making perfect team score and winning the **SILVER TROPHY CUP.**

There Were No Chain Driven Machines in This Run.

On July 11th, the YALE 3½ h. p. Motorcycle again demonstrated its reliability. In the Philadelphia Motorcycle Trade Association Run that day, Philadelphia to Allentown, Bethlehem and return there were forty-three starters, three being YALES. Sixteen finished with perfect scores, three of which were YALES. Over 300 miles of mountainous country roads, competing with all prominent makes, both single and twin cylinders, they came in first, making perfect score, proving our claim that the YALE is the most reliable motorcycle built.

**Room for a
Few Aggressive Dealers
Immediate Deliveries**



E CUP

E TEAM

, 1709 Fernwood Ave., **Toledo, Ohio**

Street, New York Agents.



The '09 YALE 3½ h. p. Motorcycle

Established the World's Record for Endurance, on July 9th, 10th and 11th,

in the Chicago Motorcycle Club's Endurance Run.

We Won the Cup—Others Made Perfect Scores,

which proves we must have done something better. After being awarded the cup the YALE machines were ready to make the same run again.

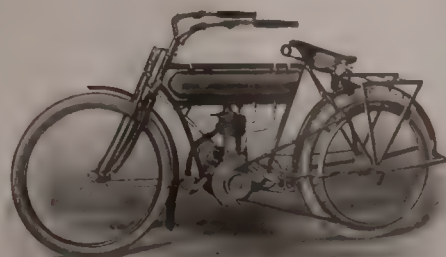
REMEMBER:—The battery box, spark plug, vibrator, magneto and carburetor were sealed, and seals were found intact at completion of run.

The Chicago Tribune, July 13th, says:—

"The Yale team, composed of S. J. Chubbuck, W. W. Ingram, and A. R. Oberwagner, was awarded a perfect score and declared the winner of the Silver Loving Cup by the technical committee in the six hundred mile Endurance Run held under the auspices of the Chicago Motorcycle Club, which was completed on Sunday.

"The Excelsior team was given second place, the Harley-Davidson trio third, Pierce fourth, and the Armac team fifth.

"When the committee examined the machines of the winning trio yesterday it could not discover a single defect in the mechanism."



We also make YALE and SNELL Bicycles, Consolidated Package Cars, Hussey Handle Bars and Drop Forgings of every description.



THIS IS THE CUP



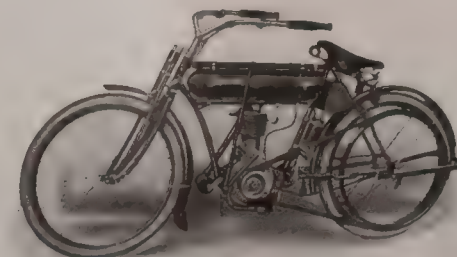
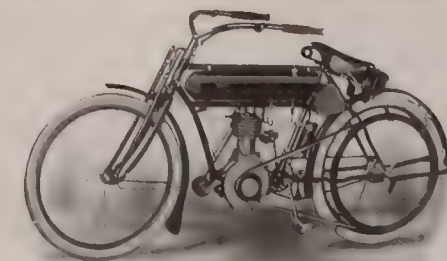
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THE CONSOLIDATED MFG. CO., 1709 Fernwood Ave., Toledo, Ohio

JOHN MOORE & CO., 59 Warren Street, New York Agents.

the 7th lap and overhauled Turville in the 16th lap. Schultz lost a second lap two rounds later. Ruden was the most combative and held Derosier off until one lap after the 6th mile. Derosier then slowed and Ruden trailed until the finish. Time, 9:11½.

A buzz of excitement rippled over the field when it was announced that Huyck would attempt to break the mile amateur record held by M. J. Graves, of Los An-

other record-breaking flight occurred in the 25 miles professional free-for-all, in which he used a machine fitted with Pittsfield coil. The same field started as in the other events, but neither Turville, Schultz or Ruden had machines as fast as that ridden by the Springfield man. Derosier did not begin to approach the records until after the sixth mile, but from the 7th mile upwards he cut seconds under the record for each succeeding mile, covering the en-

surveyor the track measures exactly 1,767 feet 8 inches to the lap, which means that it is 23 feet over length to the mile. The timing was done by Joseph Goodman, of the Bicycling World; F. P. Prial, of Motorcycle Illustrated, and J. P. Thornley, chairman of the F. A. M. competition committee. The summaries:

One mile amateur, 45 cubic inches and under—Won by C. S. Spencer, Springfield (Indian); second, Charles Gustafson, Spring-



AMATEURS STARTING IN 1 MILE RACE

START OF 10 MILES PROFESSIONAL EVENT

DEROSIER WINNING 1 MILE PROFESSIONAL

geles at 45½ seconds. After making one or two circuits the little Chicagoan nodded his head, the signal that he was ready to start, turned on a little more "juice" and was away in a volley of explosions that drowned the pop of the starter's gun. Huyck and his machine seemed like a blur on the yellow pine boards as he streaked around the rim of the saucer. The first lap, or one-third mile, was covered in 14½ seconds, and the second lap in 13½. His third and last lap was accomplished in 14½ seconds, making 42½ seconds for the full distance, which by actual measurement is 23 feet more than the mile. His performance is the most phenomenal burst of speed that ever has been accomplished on a track, a speed of 87 miles an hour, and makes all foreign and American performances look like riddled ash cans; but lightninglike as it was, few appreciated the fearful speed; indeed, the speed seems so safe and so easy that it is not possible fully to realize it.

Later in the afternoon Huyck tried for the 5 miles amateur record against time and although he did not approach his time just made for the mile, he badly dented the 2, 3, 4 and 5 miles marks. The first mile was reeled off in 43½, the second in 43½, the third in 44½, the fourth in 43½, and the fifth in 44½. His time by miles was 43½, 1:27½, 2:12, 2:55½ and 3:40½, all world's records, except the first. The previous record for 5 miles was 3:59.

Derosier broke his own professional mile record with the same machine that Huyck used, a twin cylinder 7 horsepower 1910 Indian, equipped with Bosch magneto and G & J tires. The old record stood at 47½, and Derosier sliced just three seconds from it, covering the three laps in 43½. His

tire distance in 20:13½. Derosier's time by miles, beginning with the 7th mile upwards, all of which are world's records, follows: 5:34, 6:23, 7:11½, 8:00½, 8:48½, 9:38½, 10:26½, 11:16½, 12:04½, 12:52½, 13:42, 14:30½, 15:19½, 16:08½, 16:57½.



GEORGE M. HENDREE AND THE SURVEYOR

17:45½, 18:34½, 19:24½, 20:13½. The other contestants only figured as also rans, as Derosier lapped Ruden nearly seven times and Turville twice as often.

After the first few laps of sifting out the ten miles amateur developed into a procession. Spencer led for the first mile, but after that there was nothing to it but Gustafson, who won by more than a half lap over Goerke. The time was 8:55½.

According to the sworn certificate of the

field (Indian); third, Fred Huyck, Chicago (Indian). Time, 0:57½.

One mile professional, 61 cubic inches and under—Won by Jacob Derosier, Springfield (Indian); second, Carl Ruden, Manchester (Indian); third, Charles Turville, Philadelphia (Indian). Time, 0:47½.

Three miles amateur, 45 cubic inches and under—Won by Charles Gustafson, Springfield (Indian); second, Walter Goerke, Brooklyn (Indian); third, C. S. Spencer, Springfield (Indian). Time, 2:40½.

Ten miles professional, 61 cubic inches and under—Won by Jacob Derosier, Springfield (Indian); second, Carl Ruden, Manchester (Indian); third, Charles Turville, Philadelphia (Indian). Time, 9:11½.

Ten miles amateur, 45 cubic inches and under—Won by Charles Gustafson, Springfield (Indian); second, Walter Goerke, Brooklyn (Indian); third, C. S. Spencer, Springfield (Indian). Time, 8:55½.

Twenty-five miles professional, 61 cubic inches and under—Won by Jacob Derosier, Springfield (Indian); second, Carl Ruden, Manchester (Indian); third, Charles Turville, Philadelphia (Indian). Time, 20:13½ (world's record).

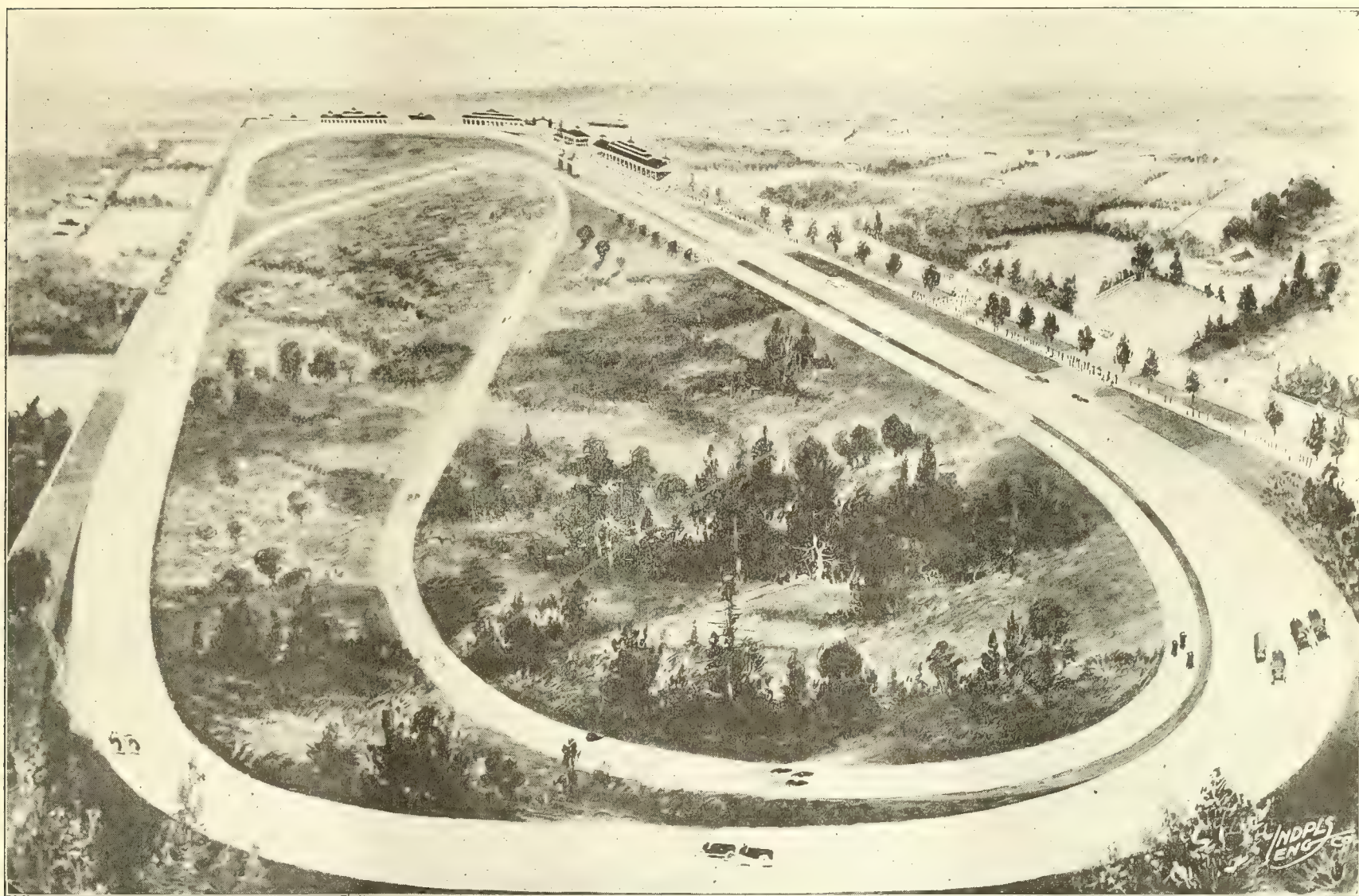
One mile against time, professional—By Jacob Derosier, Springfield (Indian). Time, 0:43½ (world's record).

One mile against time, amateur—By Fred Huyck, Chicago (Indian). Time, 0:42½ (world's record).

Five miles against time, amateur—By Fred Huyck, Chicago (Indian). Time, 3:40½ (world's record).

One mile against time, amateur—By W. H. Whitmarsh, Providence, (R-S). Time, 0:53½.

Where the F. A. M. Championships Will be Decided



BIRDSEYE VIEW OF THE COMPLETED INDIANAPOLIS MOTOR SPEEDWAY

Not only will the great Indianapolis Motor Speedway be the scene of the championships and other competitive speed events which on the F. A. M. meet program are scheduled to take place on August 13 and 14, but it will demand the attention of visitors as the greatest and most novel race course in the world. It is the only one of many similar projects that ever got beyond the talk stage. The finishing touches are but just being put on the track and the F. A. M. meet will be, therefore, in the nature of its inauguration.

The Speedway lies four miles northwest of the "monument" and the terminal station in Indianapolis. It is reached by the trains of the Big Four Railroad, by the interurban cars and by two routes available to motorcycles and other vehicles. Of these latter one route is out Indiana avenue to the Crawfordsville road and thence direct to the entrance, and the other is by Washington street and the Big Creek gravel road.

The park comprising the course contains 328 acres. The track itself is 5 miles in extent—2½ miles around the outer track and 2½ miles around the inside course. As shown by the accompanying view, the inside and outside courses are arranged so

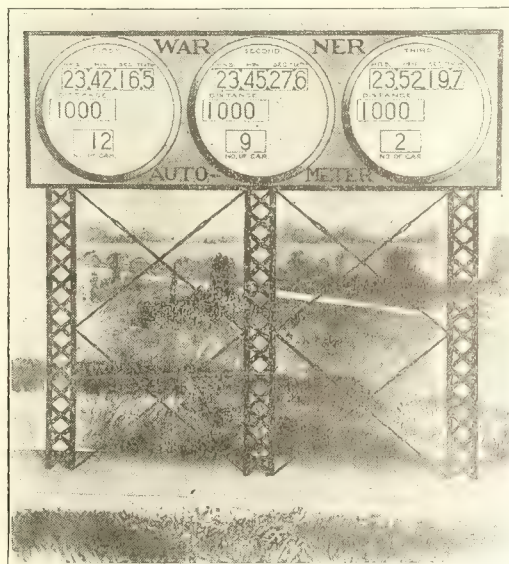
that they may be used as one complete circuit. There are forty-one buildings on the grounds, including everything, and the grandstand and box seats accommodate 25,000 people, the entire park giving room for 200,000 people. The total cost of the speedway is placed at \$350,000.

The track itself has a gravel surface on

which 300,000 gallons of asphalt oil have been used to make it suitable for racing. The turns are banked 14 feet high on their outer sides and are built for speeds as high as 112 miles an hour. They have a minimum radius of 1,500 feet and are 60 feet wide at their broadest portion.

To keep the spectators in all portions of the park informed as to the progress and results of the races a gigantic and unique scoreboard is being built, and if it is in place next week it will prove another object of interest to the motorcycle visitors. The score board, the general appearance of which is indicated in the picture of the structure, will stand on a tower sixty feet high. The three dials on which the figures for the three leading contestants will be shown are 12 feet in diameter, and the figures they display measure 18 inches in height. The times will be given in hours, minutes, seconds and tenths; the distances in miles, kilometres or laps, and the numbers of the three leaders will be shown.

This enormous score indicator will be operated electrically by those in charge of the automatic recording instrument upon which will be registered not only the performance of the leading contestants, but



THE MAMMOTH SCORE INDICATOR

also that of each of the other competitors, on a large circular table arranged for the purpose. If desired, by a special arrangement of the wiring, provision also may be made to record the separate kilometers and miles. All lap times will be recorded at all

times, and the seconds may be split to hundredths. Not only will the scoring device register the times upon the board, but it will make also a permanent record on a time sheet which will be filed away in the library of the track. In its entirety it will

comprise the biggest installation of its kind ever constructed. Including the master scoreboard, the mammoth indicator and the wiring, the cost of the equipment, it is said, will amount to no less than a total approximating \$10,000.

Revision Committee to Review Rules; Amendments to be Offered

After all, and despite the remarkable letter which stated that the competition rules of the F. A. M. as revised by a part of the committee appointed for the purpose, had been "finally adopted" without the knowledge of the remainder of the committee and that they would be "printed and distributed" at the Indianapolis meet, it has been decided that they were not finally adopted, that they will not be "railroaded" or printed and distributed at Indianapolis, and that there still remains time for discussion and alteration, as the letter in question stated was not the case, in notifying the absent members of the revision committee to "accept or reject as a whole" the already "finally adopted" rules.

This situation was made clear early this week when the chairman issued a call for a meeting of the committee in the Claypool Hotel, Indianapolis, at 10 o'clock a. m. on Thursday next, 12th inst. The purpose of the meeting is stated to be to "afford a final discussion and review of the proposed rules and for their formal adoption."

The result of the mail vote of the committee on the acceptance, without discussion, of the proposed rules as a whole is not known, but it is said that it was close. One man who had a large hand in the affairs has stated that the vote was a tie, but as there were fifteen men on the committee how a tie could ensue is not exactly clear. At any rate the right way of doing things, for which the *Bicycling World* has been contending, finally is being pursued and as even some of those who assisted in drafting the rules have discovered that they are more drastic and more dangerous than they fancied, the "final discussion and review" is likely to bring about vital alterations. While it is fairly certain that a professional class will be provided for, whether the amateur distinction will be ousted and private owners will be prohibited from using their brothers' or clubmates' machines, and whether men will be tagged and penalized or professionalized simply because they are engaged in the trade cannot be foretold.

As the present rules permit any promoter to program events for private owners, trade riders or any other classes of men and without endangering their amateur status in any sport, or casting any reflection on the industry or the men engaged in it, and as it is well known that the present situation was brought about chiefly by the antics of a few well known bogus amateurs who are paid to race and who, despite the F. A. M. expense rule, have been given

permission to go anywhere whenever and as often as they desired to go, some of those members of the rules committee, who are opposed to the breaking away from the amateur and professional standards, purpose to offer at the committee meeting several amendments or new rules which they believe strike more directly at the evils that have caused all the mischief. Substantially these proposals are as follows:

(1) A requirement that before a registration certificate is issued to any amateur he shall annually certify that he has not received payment in any form for competing or otherwise offended the amateur rule.

(2) A requirement that a novice race and at least one other event restricted to private owners shall be included in all programs. This would serve to encourage and develop new men.

(3) A requirement that no amateur shall compete, without permission, outside of a radius of 100 miles from his legal residence and that such permission shall not be granted oftener than three times within one year and for periods not exceeding two weeks. This will give "home talent" a chance and so restrict the paid and bogus amateur that he must become an expensive investment for anyone who may employ him; also it will put a curb on the issuance of permits by easy-going officials.

(4) A requirement that no amateur shall compete as a member of a manufacturer's or other trade team, under pain of professionalization. This will encourage clubs and the club spirit.

(5) A requirement that any manufacturer or dealer or other person or persons engaged in the motorcycle industry or kindred trades who is adjudged guilty of directly or indirectly paying any amateur competitor or leasing, loaning, or selling for a nominal sum or otherwise giving the use of a machine to any amateur in any speed event or any event restricted to private owners, shall be debarred and all of his employes shall be disqualified from all forms of competition for a period of one year, and the machine so used, the number of which shall be reported to and bulletined by the competition committee, shall be similarly debarred. This will discourage "special" machines and encourage the stock models and prevent manufacturers from being "held up" or engaging in "compulsory bribery," which, according to one of their spokesmen, are evils they are anxious to escape.

(6) A similar requirement applying to promoters, track owners (and professional

racing men), and also prohibiting their issuance of "orders" for prizes.

During the past week another affiliated club of the F. A. M., the Linden Motorcycle Club, of New York, joined with others in condemning and protesting against the proposed new rules. They affect the Lindens in typical fashion. Harold Fletcher, their president, has money invested in a retail motorcycle store, but takes no active part in its affairs, and W. Elmer Finlay the club's secretary, is an amateur hurdler and athlete and a member of the A. A. U. Under the proposed rules both would be professionalized. The Lindens' resolution was couched accordingly, as follows:

Resolved, That the Linden Motorcycle Club of Brooklyn (F. A. M. Affiliated Club No. 4), hereby oppose and denounce the proposed new competition rules of the Federation of American Motorcyclists as unfair and un-American, and urge all persons who believe in genuine sportsmanship and fair play to all, to protest against the adoption of said rules, and to oppose any attempt to wipe out or tamper with the amateur or professional definitions as now defined by the Amateur Athletic Union, the National Cycling Association, the Federation of American Motorcyclists and similar organizations, or otherwise to injure the standing of motorcyclists in other sports.

Resolved further, That a copy of these resolutions be sent to the officials of the F. A. M. and to the motorcycle publications with the information that the Linden Motorcycle Club of Brooklyn considers that such rules will cause confusion and lack of harmony in all motorcycle clubs and in the F. A. M., and will prove injurious to the organizations and the sport.

Klark Takes Two Events at Detroit.

Two motorcycle races in which the competition was sufficiently keen as to be exciting proved diverting features of the two days' automobile race meet held at the Grosse Point mile track, Detroit, Friday and Saturday last, July 30th and 31st. Don Klark won the five miles race on Friday, restricted to machines within 30½ cubic inches, Archie Lane finishing second and H. Brown third. Time, 6.58¾. Saturday's race was a free-for-all and Klark scored another victory in 5:45, riding a 7 horsepower N. S. U. Joe Leverton, 6½ horsepower Merkel, was second, and Frank Harper, 4 horsepower N. S. U., finished third.

For a 24 Hours Race at Springfield.

If he is able to make proper arrangements for lighting the grounds Jack Prince will put on a 24 hours' motorcycle race at the new Springfield Stadium on August 21st. He expects to know definitely regarding the illumination by Monday next.

SULKS END SENSATIONAL STRUGGLE

Kramer Forfeits to Clarke in Nip-and-Tuck Speed Duel—Steinert Severely Hurt in a Fall with Carmen.

No one loves a quitter—not even a man's staunchest friends. A true sportsman is one who, when everything seems to go dead wrong, will "stick it out" to the finish. Frank L. Kramer found that out several years ago when he childishly refused to ride out a match race against Iver Lawson in Madison Square Garden just because he imagined he was getting the worst of the bargain. It took him a long time to wholly regain favor, and it will be some time before Kramer will be regarded by his friends in the same light as he was regarded last Sunday afternoon, August, 1st.

Several weeks ago, Kramer, with Fenn as a partner, defeated A. J. Clarke and Joe Fogler in a team match race at the Newark Velodrome. The race was not a very satisfactory one and because it did not decide the question of supremacy between Kramer and Clarke, the "fans" clamored for another race under the same conditions. It was booked for last Sunday afternoon.

Although a team match the race virtually was a duel between Kramer and Clarke. In the fifth lap of the first heat Fogler brought Clarke up into the lead and Kramer left Fenn's rear wheel and connected with Clarke's. The little Australian went like the wind on the back stretch, and although Kramer tried to jump him, he could not do it. Coming into the stretch Kramer again attempted to go by, but Clarke held him off and won by an open length.

In the second heat Kramer was late in coming out, and the reason was that he stopped to change his gear back to 96, having ridden 100 in the first heat. Again Fogler, through his clever maneuvering, placed Clarke in front in the backstretch. Clarke again led into the stretch, but Kramer chot out like a cannon ball and closed the distance. They went over the tape so closely that none of the spectators could tell who had won. The lynx-eyed judges gave it to Kramer.

It was quite natural that the crowd should be worked into a fever heat by the time the third heat was called. With a victory for each this heat would be the one to decide the race. After jockeying a while at the start, Fogler stole away, and Fenn started after him, Kramer and Clarke watching their partners. Fogler fell in the fifth lap and the race was started over again. This time Fenn elected to go to the front and the order was Fenn, Fogler, Clarke, Kramer. At two laps to go Kramer ducked down and got Fenn's wheel. Clarke decided he would delay his sprint until the stretch and when Kramer turned into the finishing straight Clarke went like a flying machine. Kramer also had plenty

of reserve speed and the two champions came down the stretch, flashing across the black line wheel and wheel. It was so close that the judges declared it a dead heat. Upon learning of the decision Kramer went over to the judges' stand and argued the point. When he couldn't change it he declared he would not **ride** any more, and Fogler and Clarke had only to ride around the required number of times to win the match.

The two miles amateur championship was marred by one of the worst accidents that has taken place at the velodrome this season. In the first trial heat Clarence Carmen tried to drop down through an opening in the field. He missed his calculations and brushed against Passinger's rear wheel. Carmen fell heavily and brought down Jerome Steinert. Steinert received the worst of the encounter. His left collarbone was broken clean in two places, leaving a floating bone in between—an accident that will keep him off the track for six weeks at least. Carmen had his left hip dislocated. Percy Lawrence appeared to have an easy task in the final heat. Lawrence was unable to ride around Ernest Jokus, of the National Turn Verein Wheelmen, Passinger getting third and Frank Blatz, a 1909 novice, fourth.

Fred Hill, Fred West and E. F. Root were the winners in the other professional events on the card. John Brennan made a fine ride in the amateur handicap, winning in the stretch over Maurice Camden Dries. The summaries:

Two miles national championship, amateur—Won by Ernest Jokus, N. T. V. W.; second, Percy Lawrence, Roy W.; third, Joseph Passinger, Newark; fourth, Frank Blatz, Jersey City. Time, 6:43*.

One-half mile scratch, professional—Won by Fred Hill, Boston; second, Edward Rupprecht, Newark; third, Charles Stein, Brooklyn; fourth, Fred H. Jones, Passaic. Time, 1:03¾.

One mile invitation, professional—Won by Fred G. West, San Francisco; second, W. L. Mitten, Davenport; third, Charles Schlee, Newark; fourth, Al Triebel, Newark; fifth Al. Guery, Newark. Time, 2:22¾.

One mile handicap, amateur—Won by John Brennan, N. T. V. W. (80); second, Maurice, Venden Dries, New York (60); third, Louis Owens, N. T. V. W. (60); fourth, Paul C. Heidrich, Roy W. (100). Time, 1:59¾.

Miss and out, professional—Won by E. F. Root, Melrose; second, John Bedell, Newark; third, Fred Hill, Boston; fourth, Menus Bedell; fifth, Edward Rupprecht. Distance, 15-6 miles. Time, 3:47.

One mile team match, professional, between A. J. Clarke, Australia, and Joe Fogler, Brooklyn; and Frank L. Kramer, East Orange, and W. S. Fenn, Bristol—First heat won by Clarke-Fogler. Time, 2:59. Second heat won by Kramer-Fenn. Time, 2:03¾. Third heat, tie. Time, 3:01. Fourth heat, walkover for Clarke-Fogler. Time, 2:57.

STUBBS SWELLS HIS BANK ROLL

Birmingham "Amateur" Corralled Nearly All the Money at Waco, Texas—Walthour and Hasha Get the Leavings.

Robert Stubbs, Southern "amateur," who appears able to leave his home and business in Birmingham, Ala., and travel far whenever the scent of a motorcycle race reaches him, journeyed to Waco, Texas, during the celebration of the McLennan County Confederate Reunion last week and succeeded in making one of his characteristic clean-ups. The motorcycle races were held at the fair grounds track on July 26, 30, 31 and August 1st, and on each of these days Stubbs added to his bank account.

On the opening day he defeated Edward Hasha in a twelve miles contest, both riders being mounted on trim Indians. For this little feat the Birmingham "amateur," according to the program, received the neat purse of \$50. The winner's time is given as 13:20½.

On the second day's racing, July 30th, Stubbs did even better, collecting in all \$135 pin money. On this occasion Stubbs won the fifteen miles handicap, defeating Ed Hasha and Walthour (Excelsior), who finished second and third respectively, in 17:24¾. He won also the nine miles contests for single and twin cylinder machines, the former in 11:06 and the latter in 10:14. In the twin event Hasha made the "amateur" ride hard for his money.

On July 31st Stubbs was forced to content himself with \$85, representing one first and one second. His first was scored in the six miles handicap for twin machines, in which he defeated Hasha and Harling, all riding Indians. The time was 6:37. Harlin, however, forced the Alabaman to take his dust in the pursuit race by winning in 9:36. In the nine miles race for single cylinders Stubbs was shut out. Walthour (Excelsior) won, with Hasha second and Harling third. The last day was disastrous to Stubbs. He got only \$50 and a speedometer, first and second prizes respectively. Hasha won the six miles race, with Stubbs second and Walthour third. The time was 6:12. The six miles event for twins Stubbs captured, with Hasha second and Walthour third, while the six miles handicap went to Hasha, with Leadward (Excelsior) second, in 6:46¾.

Galesburg Schedules a Race Meet.

Five events have been carded for what is expected to prove an exciting race meet at Galesburg, Ill., August 25th, on the fast mile track in that city. The program consists of four open races at distances of 50, 25, 15 and 5 miles, and one 5 miles race restricted to private owners. A. F. Landstrom, the Galesburg bicycle and motorcycle man, is working up the interest.

WILLIAMS IN SENSATIONAL RIDE

Buffalonian Clips a World's Record at Salt Lake—Lawson Wins Two Events—Thomas Again a Surprise.

Salt Lake City, July 31.—Although in the East Saxon Williams, of Buffalo, was regarded as only a second rate rider, that fair-haired young man last night accomplished one of the most noteworthy feats of the present sensational season when he broke the world's unpaced record against time for five miles, covering the distance in 10 minutes 38 $\frac{1}{5}$ seconds. The old record was 11:04 $\frac{1}{5}$, made at Dayton, O., August 4, 1902, by Alexander Peterson.

Williams's ride was a treat. He started off steadily, riding the first mile in 2:07 $\frac{3}{5}$, the second mile being ridden in 2:08 $\frac{3}{5}$. His time for the third mile was 2:08 $\frac{3}{5}$ and for the fourth, 2:10 $\frac{1}{5}$. The fifth mile was covered in 2:04 $\frac{1}{5}$, showing that he had plenty of reserve speed at the finish. His time by miles was, 2:07 $\frac{3}{5}$, 4:16, 6:24 $\frac{3}{5}$, 8:34 $\frac{3}{5}$ and 10:38 $\frac{1}{5}$. The five miles record was the only one broken.

Iver Lawson captured both professional events in a sensational manner. In the three miles handicap the going was terrific from the start and the long markers were determined to shut the big guns out of the money. Bardgett carried Lawson and Walker until he tired and then Hehir did some plugging. Ernie Pye then took a hand and as soon as he had brought Lawson within striking distance of the bunch Iver unwound a sprint that brought Walker up with him. At one mile to go, Wells suddenly got a desire to steal a lap and had nearly succeeded when Schnell pulled him down. At two laps from the finish Lawson jumped, and with Walker on the pair fought it out to the tape, the local crack winning by three-quarters of a length. The time—5:42 $\frac{3}{5}$ —was announced as a world's record. It was not, however, as Lawson holds the world's record in 5:35 $\frac{3}{5}$, made in Salt Lake, July 24, 1906. In the quarter mile open Lawson got the jump at the start and easily defeated Pye in the stretch.

Young Thomas was the surprise party again in the unlimited amateur pursuit. Wright lasted until the fifth man from the finish, when Brodbeck tagged him out, continuing until he had overhauled Huey and Diefenbacher. With Brodbeck and Thomas left the contest soon ended. The latter sprinted and it was all over. Phil Wright won the two miles scratch easily.

Hardy Downing again demonstrated that he has the Indian sign on Ray Duer, the American record-holder for ten miles. Duer got away in the lead but at the ending of the first mile Downing passed. Twice after that Duer came up to Downing and attempted to pass but was held off. The summaries:

Two miles scratch, amateur—Won by

Phil Wright; second, Hal McCormack; third, Ed. Mayer; fourth, G. Brodbeck. Time, 3:46 $\frac{3}{5}$.

Five miles unpaced against time, professional—By Saxon Williams. Buffalo. Time, 10:38 $\frac{1}{5}$ (world's record).

One-quarter mile scratch, professional—Won by Iver Lawson, Salt Lake City; second, Ernest A. Pye, Australia; third, Hardy K. Downing, San Jose; fourth, Albert Crebs, Salt Lake City. Time, 0:30.

Unlimited pursuit, amateur—Won by A. Thomas; second, G. Brodbeck; third, Rodney Diefenbacher; fourth, James J. Huey. Distance, 3 miles 2 laps 80 yards. Time, 7:03 $\frac{3}{5}$.

Three miles handicap, professional—Won by Iver Lawson, Salt Lake City (scratch); second, J. G. Walker, Australia (scratch); third, Steve Senhouse, Australia (85); fourth, W. Palmer, Australia (50). Time, 5:42 $\frac{3}{5}$.

Ten miles motorpaced match, professional—Won by Hardy K. Downing, San Jose; second, Ray Duer, Buffalo. Time, 14:08 $\frac{3}{5}$.

Six Thousand Attend Denver Meet.

With 6,000 people in attendance the first meet of the Denver Wheelmen's Club, Denver, July 25th, was a complete success. The club has just been incorporated, with A. F. Pettee president, D. W. Richardson vice president, L. R. Miller secretary and Tom Botterill treasurer, its object being to promote bicycle and motorcycle sport in Denver. A reconstructed, well-banked six-lap track at the Tuilleries was utilized for the first meet, and two events made up the program. The ten miles bicycle race, which had sixteen entries, was interesting from start to finish. C. E. Green won in a well timed sprint, with M. C. Blegeborn second and M. Fredericks third. Time, 24:42. Glen Boyd, riding an Indian, carried off the honors in the twenty miles motorcycle race, covering the distance in 29:20. Earl Armstrong, Excelsior, finished second and Joe Wolter was third.

Kellogg Captures Race at Brighton.

A ten miles motorcycle handicap, of which few persons knew anything until after it was run, raised the curtain to the preliminary speed events at the Brighton Beach (N. Y.) 24 hours' race last Friday afternoon, 30th ult. The race scarcely was under way before Fred Voelker fell and Edward Seery, who was following, ran into him. Both riders were cut and bruised, but not seriously injured. A little later A. G. Chapple tumbled on the backstretch. Stanley Kellogg, riding a 7 horsepower Merkel from scratch, had little difficulty in winning the race in 10:16 $\frac{3}{5}$, which, considering the condition of the track, was unusually fast. J. F. McLaughlin, N. S. U., with an allowance of one minute, finished an easy second, and Frank P. Baker, Indian, 1 $\frac{1}{2}$ minutes, succeeded in capturing third place.

COLLINS WINS EASILY AT CLIFTON

Replacing Moran He Captures 25 Miles Motor Paced Race—Mishka, of Russia, First in Repechage Handicap.

Replacing James F. Moran at an hour's notice, Elmer J. Collins gave a good account of himself at the Clifton (N. J.) Stadium Sunday afternoon last, 1st inst., in a 25 miles motor paced race against J. Frank Galvin, Peter Drobach and Charles Vanoni. Collins won by a half mile from Galvin, with Drobach and Vanoni some distance behind. Moran was prevented from filling his engagement because of the serious illness of his wife.

Turville, as usual, paced Collins, and the "human hair pin," as some of the Clifton "fans" have dubbed the Lynn rider, was never in danger from start to finish. The surprise of the race was Galvin, for although he was not a serious contender against Collins, he gave Drobach the fight of his life and the young Bostonian was compelled to watch Galvin's heels. Vanoni, in poor condition, finished last.

With Byerman and Carmen both at the Newark Velodrome some of the lesser known amateurs had a fine afternoon's picking. The repechage handicap went to Ivan Mishka, who says he comes from Russia, with Michael Journay second, and Stanley Carmen, a brother of the champion, third.

The unlimited pursuit for amateurs proved one of the hardest contests that have been held at the Clifton Stadium this season. The summaries:

Two miles repechage handicap, amateur—First heat won by Ivan Mishka, Russia. Time, 1:16. Second heat won by Andrew Anderson, Chicago. Time, 1:13 $\frac{3}{5}$. Third heat won by Ted Weiss, Paterson. Time, 1:11 $\frac{3}{5}$. Fourth heat won by Stanley Carmen, Jamaica. Time, 1:13 $\frac{3}{5}$. Fifth heat won by J. B. Hawkins, C. R. C. A. Time, 1:15 $\frac{3}{5}$. Sixth heat won by John Bogle, Rutherford. Time, 1:17. Seventh heat won by Joseph Mesigal, Chicago. Time, 1:16 $\frac{3}{5}$. Repechage heat won by Edward Weiser, Passaic; second, William Morton, Newark; third, Octave Baerton, New York City; fourth, E. J. Hollister, Salt Lake City. Time, 4:26 $\frac{3}{5}$. Final heat won by Mishka; second, Journay; third, Carmen; fourth, Hawkins. Time, 4:16.

Unlimited pursuit, amateur—Won by Michael Journay, Nutley; second, John Bogle, Rutherford; third, Martin Kessler, New York City; fourth, William Penn, New York City. Distance, 6 $\frac{1}{3}$ miles. Time, 16:48 $\frac{3}{5}$.

Twenty-five miles motor paced, professional—Won by Elmer L. Collins, Lynn, Mass.; second, J. Frank Galvin, New Milford, Conn.; third, Peter Drobach, Boston; fourth, Charles Vanoni, Italy. Time, 35:05 $\frac{4}{5}$.

THE TRACK TRAGEDY AT BERLIN

Details of the Fiery Disaster that Cost
Eight Lives and Injured Many People
—Prussia Now Bars Motor Pace.

With the arrival of the foreign mails this week comes the first detailed account of the terrible holocaust at the Botanical Gardens track, Berlin, July 18th, in which eight persons were killed and more than a score more severely injured and burned. As stated in the *Bicycling World*, the accident was the worst that ever has taken

against him, and he was obliged to take the curve high up. Then occurred something paralyzing in its weirdness. The huge tandem suddenly stood on end, poised for a moment, and fell across the barrier on the people.

Ryser, unable to get away from the roller, was catapulted through the air into the crowd, and Borchart and Porte also were flung into the stand. Evidently the tank broke when the machine fell over the barrier, as there was a sudden explosion and the stand caught on fire. A panic ensued and several persons, animated by nothing save a mad desire to escape from the flames, leaped over the barrier on to the track only

PYE HUMBLER "PRIDE OF PROVO"

Little Australian Defeats Samuelson in an
Unlimited Pursuit Match—Downing
Rides a Fast Exhibition Mile.

Salt Lake City, July 25.—Ernest A. Pye, the crack little Australian plugger, who first came to this country with A. J. Clarke, last night rode one of the most remarkable races ever witnessed at the Salt Palace saucer track. It was an unlimited match pursuit against W. E. Samuelson, and that the Australian was able to defeat the local



VIEW OF THE DISASTER AT BERLIN RESULTING IN EIGHT DEATHS AND THE INJURY OF TWENTY PEOPLE

place since the introduction of motor paced racing and one that caused an imperial order hereafter barring motor paced racing in Prussia.

The fatality occurred at the third meeting of the new board track in the Botanical Gardens, in the midst of fashionable Berlin, and both the grand and field stands were crowded when Stol, Ryser, Contenet and Stellbrink lined up for the hour race.

The race had been in progress about 20 minutes when the accident occurred. At that moment Contenet, paced by Weiss, was in the homestretch, Stol, with Krueger up, and Ryser, paced by Borchart and Porte on a ponderous tandem, were on the turn into the homestretch. Stellbrink, paced by Kaeser, was on the backstretch.

Krueger's tire punctured and he and Stol rolled down the banking. Ryser was just behind, his tandem traveling at 60 miles an hour. Borchart, who was steering the tandem went upwards to avoid the collision, but the centrifugal force was

to be caught by Contenet's and Stellbrink's motors. One man jumped directly in front of Stellbrink, and had both legs broken. Kaeser was thrown from the machine and was trampled on the chest in the mad rush. Weiss, who was on Contenet's motor, sustained concussion of the brain when he was thrown. One girl was caught under the tandem and burned to death before any one could realize what was happening and go to her rescue. In fact, the occurrence was of such an extremely startling character as to have a paralyzing effect upon those spectators who themselves were out of harm's way.

In the meantime the firemen arrived but as they could not use water it was some time before the flames could be smothered. After the injured and dead had been removed from the stands the spiked helmets of the police appeared, hoots and jeers greeting the belated apparition. Later when they attempted to clear the track the police were nearly mobbed.

flier at his own game is truly the wonder of the season, and at once places Pye in the first rank of famous unpaced riders.

It was no parlor affair, the match between Pye and Samuelson. The local man confidently expected to make a monkey of Pye and the result was that he started right off the reel to tear the heart out of the little "kangaroo," who had dared to challenge him. Contrary to expectations Pye did not fall under Samuelson's terrific pounding, but he held his own for one mile, then for two miles and at three miles was slowly drawing up on the "Pride of Provo." The first three miles were covered in 6:13, five seconds better than the world's unpaced record against time. Then with the crowd on its feet yelling like mad, Pye overhauled Samuelson, and two laps after the third mile, passed. When the gun denoted the finish Pye was unable to dismount and had to be carried to his dressing room.

The other feature of the evening was the brilliant exhibition ride made by Hardy K.

Downing. The fastest time that previously had been made for the mile paced was 1:18, by Samuelson. Hardy did the little trick in 1:15½, remarkable going for an eight lap saucer.

The two miles handicap for professionals proved too fast for the back markers and Senhouse, from 90 yards, won over Schnell and Palmer. Lawson, from scratch, thought he rode into fourth money, but the judges could not see anyone but Hopper, and he was awarded the coin. Lawson won the half mile scratch, with Palmer second and Crebs third.

The amateur events were exciting as usual and McCormack and Hume provided the fight in the three miles scratch. In the mile handicap Hume sleighrode behind McNeill until the last lap and then outsprinted Brodbeck. The summaries:

One-half mile scratch, professional—Won by Iver Lawson, Salt Lake City; second, W. Palmer, Australia; third, Albert Crebs, Salt Lake City; fourth, Jack Burris, Salt Lake City. Time, 0:56.

One mile handicap, amateur—Won by J. B. Hume (40); second, G. Brodbeck (35); third, Hal McCormack (30); fourth, Joe McNeill (45). Time, 1:53¾.

Three miles scratch, amateur—Won by Hal McCormack; second, J. B. Hume; third, Rodney Diefenbacher; fourth, Joe McNeill. Time, 6:07.

One mile motor paced against time—By Hardy K. Downing, San Jose, Cal. Time, 1:15½.

Two miles handicap, professional—Won by Steve Senhouse, Australia (90); second, Frank Schnell, Salt Lake City (80); third, W. Palmer, Australia (75); fourth, Norman C. Hopper, Minneapolis (70). Time, 3:41¾.

Unlimited match pursuit, professional—Won by Ernest A. Pye, Australia; second, W. E. Samuelson, Salt Lake City. Distance, 3 miles 2 laps 30 yards. Time, 6:47¾.

Munroe's Suspension Made Longer.

Ben Munroe, the Memphis rider who was suspended for one month for making a farce of a paced match against Hardy Downing at the Salt Palace saucer, Salt Lake City, some time ago, and then aired his grievance in an entertaining letter to the *Bicycling World*, will not be able to ride for a year, his suspension having been increased to one year from July 9. Munroe in his letter criticised F. L. Gardner, the representative of the National Cycling Association for the Rocky Mountain district, and R. L. Conley, the referee at the track, and the former has come to the conclusion that Munroe's presence will not be required in racing circles for twelve months.

Philadelphia Trade Cards a Meet.

The Philadelphia Motorcycle Trades Association is promoting a race meet which will occur on the Wildwood (N. J.) boulevard on Saturday, August 21st. Seven events are on the program. W. G. Rhodes, 198 Oxford street, Philadelphia, is receiving the entries.

WHITTler IN A DIZZYING WHIRL

He Beats Samuelson in a Motorcycle Race That Makes Salt Lake Gasp—Devonovitch Wins a Popular Victory.

Salt Lake City, July 28.—Tonight Fred Whittler earned more than a dare-devil title in the most sensational motorcycle race ever witnessed in Salt Lake City, and doubtless upon any small saucer track in the world. The Utah "fans" relish speed and the match races between Whittler and Samuelson always have been sensational, but last night's affair was absolutely the limit. The large crowd held its breath while the five miles were in progress. Every person's heart was in his mouth until the nerve-racking whirl had spent itself, and then they settled back fagged out, exhausted from the terrible strain of five minutes. Yes, Whittler is a dare-devil, but sooner or later there is going to be a catastrophe.

Before last night the fastest time ever recorded on the Salt Palace saucer was 5:46. Gus Lawson whirled around the track 40 times to establish that record, and there was no one on the track but himself. Last night there were two men there and Whittler rode the distance in 5:43¾. Samuelson had chafed under his two recent defeats by Whittler, and he wanted a chance to get even. He had a brand new N. S. U. and began tearing off miles in 1:08 so easily that it looked as though Whittler did not have a ghost of a chance to go by. Samuelson had the pole and for lap after lap the two men whirled around the yellow boards so fast that the spectators began to get dizzy. When it was seen that Whittler did not propose to be shaken by Samuelson's terrific clip the crowd looked for an accident. Whittler hung to Samuelson's side and went around beside him, elbow and elbow, lap after lap. Once during the perilous ride Whittler came near going into the seats. In making the northwest turn during the fourth mile Samuelson switched and the spectators gasped as the machine suddenly shot to the top of the bank. Any other person in the world would have shut off power at that moment, but not so Whittler. He went right on after Samuelson, caught him and hung on like a leech. It was no wonder that the heart was taken out of Samuelson after that. He felt as though the devil was chasing him, and he faltered, slowed and Whittler rushed by, a victor.

The real joy of the evening was contained in Theodore Devonovitch's victory over Dave Mackay in a match race, French style. The bearded Russian won in two straight heats and the crowd went wild as he crossed the tape a winner in the final heat. Mackay has not been popular since he came to Salt Lake and attempted to belittle some of the local men, who are real and not make-believe bicycle riders.

That is why Devonovitch's victory was so popular. When it was over the Russian was carried around the track upon the shoulders of the bicycle riders and trainers and then in response to the cheering he circled the track again, just as they do in Paris when a rider has won a big race.

In the open professional sprint races Australian riders carted away the big money. Pye sprang a surprise when he won the two miles scratch after Hopper ran Lawson into the grass. Hardy Downing beat Samuelson for second money while Walker had to be content with fourth. The scratch men never got close in the mile handicap. Hehir, from 35 yards, won the event, beating Senhouse, Hopper, Walker and Williams in the order named.

Jack Hume showed that he is regaining his former speed when he outsprinted Wright in the mile handicap. Brodbeck won the unknown distance after a sensational finish. The summaries:

Match between Theodore Devonovitch, Riga, Russia, and Dave Mackay, Newark—First heat (½ mile), won by Devonovitch. Time, 1:11. Second heat (¾ mile) and match won by Devonovitch. Time, 2:11½.

One mile handicap, professional—Won by Patrick Hehir, Australia (35); second, Steve Senhouse, Australia (70); third, Norman C. Hopper, Minneapolis (50); fourth, J. G. Walker, Australia (scratch); fifth, Saxon Williams, Buffalo (30). Time, 1:47¾.

Two miles scratch, professional—Won by Ernest A. Pye, Australia; second, Hardy K. Downing, San Jose; third, W. E. Samuelson, Salt Lake City; fourth, J. G. Walker, Australia. Time, 3:50.

Five miles motorcycle match, professional—Won by Fred E. Whittler; second, T. M. Samuelson. Time, 5:43¾.

Two miles handicap, amateur—Won by J. B. Hume (45); second, Phil Wright (scratch); third, Hal McCormack (35); fourth, Fred R. McCarthy (55). Time, 3:55½.

Unknown distance, amateur—Won by G. Brodbeck; second, Hal McCormack; third, Phil Wright; fourth, Ed. Mayer. Time, 3:33. Distance, 1 mile 6 laps.

Glenwood Track Closed for the Season.

It was announced this week that the Glenwood saucer track at Ogden, Utah, will remain idle during the remainder of the season. The reason given is that upon four occasions riders were brought from Salt Lake City, but because of rain only one meet could be held. The loss sustained has discouraged the lessees of the track from making any future attempt to hold races.

Gold Medal Prize for Unpaced Trials.

R. S. Campbell has offered a gold medal to the member of the Century Road Club of America who makes the fastest time for ten miles on the road unpaced. The trials will be held on August 22d, over a five miles course.

THE AMATEUR STRADDLES OF 1886 AND 1894

Present Efforts that Recall the Failures of Promateurs and Class B

How true it is that history repeats itself is evidenced by the turmoil into which the Federation of American Motorcyclists has been plunged by the present discussion of the amateur rule and by the efforts which now are being made to eliminate or straddle it. Many months ago the *Bicycling World* prophesied that exactly such a state of affairs would come to pass; it was almost inevitable.

In 1886 and again in 1894, the sport of cycling similarly was upheaved and because of similar conditions—the subsidizing of a few alleged amateurs by manufacturers—and on both occasions a straddle was attempted; in each instance it failed utterly and ingloriously.

In the interim, at least two generations have grown to manhood and as it is most of these comparatively young men who now are identified with the F. A. M., it is not strange that many of them should fancy that the situation existing in motorcycling and the problems which it involves are new ones. About the only men conspicuously connected with the present upheaval in the F. A. M. who are versed in the history of the similar movements of 1886 and 1894, or who played any part in them, are George M. Hendee, now the head of the Hendee Mfg. Co., who in the 80's was the amateur champion of America; F. P. Prial, now the publisher of the *Motorcycle Illustrated*, who, during the most of the 80's and all of the 90's, was either editor or publisher of *The Wheel*, which was merged with the *Bicycling World* in 1900, and R. G. Betts, who organized the F. A. M. and served as its president for five years, and who now is editor of the *Bicycling World*, but who for nearly ten years was connected with *The Wheel*, most of the time as its editor. In the present affair which has so disturbed the F. A. M., Messrs. Hendee and Prial favor abolishing or straddling the amateur rule, while Betts, believing that the experience of the past is the best teacher, maintains that any departure from straightout amateurism and professionalism will prove disastrous and is foredoomed to failure, and is opposing it.

WHEN "MAKERS AMATEURISM" FLOURISHED.

In view of the interest in the present situation, the history of the previous movements is full of instruction and suggestion.

In 1886, what now may be termed trade riderism, was popularly called makers amateurism. At that time there were but three prominent bicycle manufacturers in America—Pope, Overman and Gormully & Jeffery—but there were half a dozen big im-

porters and the business rivalry led to rivalry in sport. Then, as now, records and victories on track and road were eagerly sought—and paid for—and as flamboyantly advertised. All of the crack amateurs secretly were in the employ of the manufacturers and importers, and the struggle between them was keen, if not actually bitter. Strange to say, however, few of the subsidized racing men actually were disguised as salesmen or employees of the firms who paid them; they were not actively engaged in the trade. Under the proposed F. A. M. definition, they might easily have masqueraded as private owners. They were courted by promoters and traveled about the country without let or hindrance, gathering the fruits of the sport wherever they went, while the genuine amateur took such crumbs as fell from their table. At the time, and not wholly without reason, practically all professionals were viewed as "things apart"; there were few of them and they lived from hand to mouth, giving made-to-order "races" and "records" whenever a dollar presented itself; beating their board-bills and skipping town by the light of the moon was their common practice. The League of American Wheelmen would have nothing to do with them; it did not admit them to membership. When an amateur was professionalized, the act served automatically to expel him from the organization.

HOW THE L. A. W. CLEANSSED THE SPORT.

The state of affairs had steadily grown worse and the resulting murmurs of discontent had attained such volume that in March, 1886, Abbot Bassett, who had become chairman of the L. A. W. Racing Board—the same Bassett, now grizzled and gray, who is serving as secretary of all that remains of that once great national body—after consultation with the executive committee of the L. A. W., suddenly hurled a bomb into the ranks of the fake amateurs.

He forthwith declared to be professionals 11 English cracks who were visiting or had visited these shores, and suspended Rowe, Hendee, McGarrett, Burnham, Ives, Rhodes, Whittaker, Munger, Weber and 15 other prominent amateurs. He sent them certain certificates which they were required to sign if they desired to clear themselves, and enclosed another certificate which they were required to have signed by the manufacturers and importers who were charged with subsidizing them. Bassett's correspondence and the certificates he had prepared were models of their kind

and their prompt and continued use in any sport, even at this day, will go far to cleansing it and keeping it clean.

In view of the fact that the proposed F. A. M. rules actually provide that an American may go abroad and accept cash or race with professionals and still remain an amateur on his return, or that a foreign "pro" may come here and compete with amateurs, Bassett's announcement when he professionalized the English visitors is of interest.

"Each and every non-resident who comes to America to compete in amateur cycling events must satisfy the Racing Board that he has never violated the amateur law in letter or in spirit," was Bassett's unmistakable declaration.

Chairman Bassett's action proved a terrific sensation. It caused such weeping and wailing and such a general outburst on the part of those affected and on the part of race-promoting clubs as never had been heard before or has been heard since. Few, if any, of the racing men, or manufacturers or importers, truthfully could sign the certificates, and as the riders were given the option of returning them within 30 days or becoming professionals, they became professionals and were expelled from the L. A. W. They were "hoist by their own petard."

Springfield, Mass., then was the center of the sport. The Springfield tournament was world famous and it was hard hit by the action of the L. A. W. The sport practically was denuded of amateur "stars" and the gate receipts of the Springfield, Hartford, Lynn, Roseville and other annual meets seriously were threatened.

FIRST STRADDLE OF THE AMATEUR RULE.

Henry E. Ducker, who died only last month, who then published a cycling monthly in Springfield, was president of the Springfield Bicycle Club and chief consul of the L. A. W. for Massachusetts. He sounded the rallying cry of all those whose pocketbooks were hard hit, and on May 29, 1886, they got together in Boston and formed the American Cyclists Union, of which Ducker became president, and A. O. McGarrett, one of the professionalized riders, secretary. At the Boston meeting, they adopted amateur and professional definitions not greatly at variance with those of the L. A. W., but soon discovered that these definitions did not properly cover the sins of the professional amateurs for whom they sought to legislate. Accordingly, early in July they hacked at the amateur rule again and in an attempt to straddle it, evolved a third class styled the promateur

class, the very name of which betrayed its real nature. These definitions drafted by the friends of bogus amateurs, are therefore uncommonly interesting. They are as follows:

An amateur is any person who has never engaged in, nor taught any recognized athletic exercise for money, or has never, either in public or in private, raced or exhibited his skill for a public or a private stake, or other remuneration, or for a purse, or for gate money, and never backed or allowed himself to be backed either in a public or private race.

A promateur is one who at any time or in any degree has violated his amateur standing as defined above by receiving expenses or other remuneration for cycle riding or any other recognized athletic exercise.

A professional wheelman is one who at any time and any degree has violated his amateur or promateur standing as defined above.

To prevent any misunderstanding in interpreting the above the Union draws attention to the following explanation: A wheelman forfeits his right to compete as an amateur and thereby becomes a promateur, by

Receiving expenses or other remuneration for riding the cycle, or training or coaching others for cycle racing.

A wheelman forfeits his right to compete as an amateur or promateur, and thereby becomes a professional, by

Riding the cycle or engaging in any athletic exercise for a money prize or for gate money; accepting payment for training or coaching others for cycle racing or any other athletic exercise; competing with, or pacemaking for, or having pace made by a professional in public for a prize or gate money; selling, realizing upon or otherwise turning into cash any prize won by him.

METHODS AND COLLAPSE OF THE PROMATEUR.

Having forced the fight, the L. A. W. stood firmly by its guns. Ducker was removed from the chief consulship of Massachusetts and expelled from the L. A. W. Several of the more prominent clubs and a few L. A. W. officials voluntarily quit the organization and linked themselves with the A. C. U. The "promateurs," greatly recruited, waxed fine and fat during all of 1886. They were professionals in everything but name. They did not race for cash prizes, but they took the money in every other form. There are those who recall the novel manner in which the cash once was given them at the Roseville (N. J.) tournament. Nominally the prizes were gold medals. Actually they were \$10 and \$20 gold coins held in a tin rim, to which a link was attached; merely by spreading the tin frame with the fingers, the gold coin could be removed and be used for spending money without leaving a trace.

Because the crack riders and a number of prominent clubs left the L. A. W. does not mean, however, that that body suffered any really serious defection. It was strong in clubs and in state divisions, as they were called, and as they annually held race meets, a new crop of cracks developed, and with the fraternal spirit that then existed, the League was at all times secure. Ducker and his followers appeared to be-

lieve that the L. A. W. would extend some sort of recognition to the A. C. U., but when the League early in 1887 voted to do nothing of the sort, the A. C. U. collapsed and the promateur went with it, although Ducker tried hard to stem the current. The professional amateurs had lasted less than one year. No more was heard of the class and while others became out and out professionals, some of the offenders were forgiven. In that year Abbot Bassett was elected secretary of the L. A. W. and has retained the office ever since. The trouble practically "killed" Ducker, the Springfield club and the Springfield tournament. None of them ever regained their prestige, and only a few years ago, in a communication to the *Bicycling World*, Ducker admitted his mistake and expressed regret for what he had done.

Unlike the F. A. M., neither the L. A. W. nor the A. C. U. ever suggested or attempted to make mere connection with the trade the measure of sportsmanship or to create a trade class, but for years the L. A. W. rules did prohibit the recognition of bicycle instructors as amateurs. Apart from the crude idea that these instructors were akin to professional trainers or coaches, the underlying idea was the same that is responsible for the present effort to create a trade rider class in the F. A. M., i. e., that the nature of their employment rendered them unusually expert or gave them advantages not possessed by other men. The fallaciousness of this view soon became apparent, however, and the embargo was removed; it now appears as amusing as does the suggestion that a motorcycle salesman or repairman's helper in Tombstone, Arizona, or Podunk, Arkansas, is possessed of such advantages that he cannot fairly be classed with other riders.

PNEUMATIC TIRE RENEWS FORMER EVILS.

After the upheaval caused by the American Cyclists Union and the promateur, the sport suffered a decline and the impracticability of the hard tired high bicycle having become apparent a period of depression occurred in the industry, which was relieved slightly in 1889 and 1890 by the headway made by the safety bicycle. It was not wholly relieved, however, until about 1892, when the pneumatic tire had commenced to rout the skeptics. It had been practically introduced into this country by a couple of paid English racing men who swept all before them. Their advent and the demonstration of the new tire caused the trade to expand and in 1893, the manufacturers, in increased numbers, were again dipping into the sport and subsidizing riders as of old. The world's championship meet at Chicago during the World's Fair found the fake amateur blossoming as never before. The bicycle boom or craze had fairly started, and Bald, Sanger, Zimmerman, Tyler, Murphy, and other crack "amateurs," were more than suspected of "getting theirs."

With the collapse of the American Cy-

clists Union in 1887, professionalism had sunk practically out of sight, but in 1893 things "looked so good" to Pat Powers and a few other baseball men and promoters, that they saw in cycle racing a chance to line their pockets, and accordingly they organized the National Cycling Association, which more popularly was known as the Cash Prize League. Their idea was to conduct a series of races in a circuit of cities, give big cash prizes, carry the star riders and a corps of paid officials to the various cities, and otherwise to do things on a large scale. The scheme sounded fine, but shamateurism was so profitable that few of the fake amateurs could be induced to become sufficiently honest sportsmen to openly race for money as professionals, and after an expensive experiment, the cash prize league collapsed before the end of the season. It had served, however, to give professionalism a tone of respectability which it had never had before and indirectly it paved the way to the professional sport as it exists today.

CLASS B, THE SECOND STRADDLE.

It was during the existence of the cash prize league that a human sky rocket, who had been snatched from obscurity and been appointed chairman of the L. A. W. Racing Board, went sizzling upward. He was young and ambitious and able and he "shot it into" the cash prizers and others in a fashion that made people take notice. Nearly everyone had been throwing bouquets at him, and his already large bump of self-esteem had increased until it stood out like a doorknob. It made him fancy that he was a Moses to lead the way out of the mess of shamateurism, promateurism, makers amateurism and faking generally that had grown up during his term of office and which was causing discontent and giving forth a bad smell. Unconscious or disregarding of earlier history and riper experience, he decided that the best way out was the very way that had been tried and proven a failure eight years before, i. e., to straddle amateurism, by creating two degrees or classes of it, and two kinds of amateurs. One kind, the bona fide article, he labeled Class A; the fake brand, the professional amateur, he styled Class B. The latter was merely the promateur of 1886 under a new name.

The definitions were long and circumstantial, as follows:

An amateur of Class A is one who has not engaged in, nor assisted in, nor taught cycling or any other recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description; or who, after having forfeited the amateur status, has had the same restored by a unanimous vote of the National Assembly, L. A. W. A cyclist ceases to be an amateurs of Class A by:

Engaging in cycling or other recognized athletic exercises or personal teaching, training or coaching any person thereon, either as a means of obtaining a livelihood, or for a wager, money prize or gate money.

Competing with a professional or ama-

teur of Class B, or making the pace for, or having the pace made by such in public or for a prize.

Selling, pawning, exchanging, bartering or otherwise turning into cash, or in any manner realizing cash upon any prize won by him.

Accepting directly or indirectly for cycling any remuneration, compensation or expense whatever.

In this class no prize shall exceed \$50 in value, and such prizes shall be limited to medals, diplomas, plate, jewelry and cycle sundries only.

An amateur of Class A may not compete outside of his own state at a distance greater than 200 miles from his legal residence, except by special permission of the member of the Racing Board in charge of his district.

A cyclist does not forfeit his Class A status by teaching the elements of cycling solely for the purpose of effecting the sale of cycles; nor shall the business of cycle manufacturers and bona fide agents as such, be considered in determination of their amateur status.

Any amateur who neglects or refuses to answer questions touching his status in Class A to the satisfaction of the Racing Board, and within 30 days, shall be transferred to Class B and shall have no further opportunity for hearing or appeal.

An amateur of Class B shall be a cycle rider who may be in the employ of, and have his traveling and training expenses paid by a manufacturer of cycles, club or other parties interested in cycling, but shall not compete for a cash or divisible prize, nor realize upon any prize won by him, except as hereinafter provided. One also who has ridden for any prize valued at over \$50 or of different description from that allowed in Class A. A cyclist ceases to be an amateur of Class B by:

Engaging in cycling or other recognized athletic sports or exercise, for a wager, money prize or gate money.

Competing with a professional, or making pace for, or having the pace made for himself by such in public or for a prize, except as hereinafter provided.

Selling, pawning, or otherwise turning into cash, or in any manner realizing cash upon any prize won by him, except that prizes may be exchanged or bartered provided there is in no case a cash bonus received.

A cyclist does not forfeit his amateur status in this class by teaching the elements of cycling.

Any amateur of Class B who neglects or refuses to answer questions touching his amateur status, to the satisfaction of the Racing Board, inside of 30 days, shall be declared to have forfeited his amateur status.

HOW CLASS B WAS WILDLY ACCLAIMED.

The L. A. W.'s meteoric chairman, then on the high tide of popularity, carried his two new dolls to the meeting of the L. A. W. National Assembly in Louisville, Ky., and on February 20, 1894, he drew the veils from their faces, and after reading a long essay, dwelling on the advantages possessed by trade supported riders, and sketching lovely rainbows, he pointed out the beauties of hybrid amateurism and showed how it would cure all evils and make all men honest. The hall fairly shook with applause when he concluded his address. Few men who attended that meeting ever will forget the scene. No political gathering can exceed it in the intensity

and force of its enthusiasm. Bedlam broke loose. Men stamped their approval until the hinges of their knees were sore, they applauded with their hands until their palms were blistered, they bellowed their delight until their lungs were weak and their throats parched.

BUT ONE VOICE RAISED IN PROTEST.

Delegates who, previous to the meeting, had expressed "bitter opposition" to Class B were struck dumb. The president of the L. A. W. had suggested that discussion was unnecessary. A western representative who arose to ask a question was hissed and sat down apologetically. Only one man raised a voice of protest. He was Betts, editor of The Wheel, and a delegate from New York. In his paper he had advocated a liberal amateur rule and opposed a compromise or straddle, and he, too, accepted the risk of being hissed by offering an ironical substitute for Class B, as follows:

"An amateur of Class B shall be a cycle rider who has become speckled by being in the employ of and having his traveling and training expenses paid by manufacturers of cycles, clubs or other parties."

It fell as flat as its proposer knew it would fall, and Class B was adopted with more whoops and hurrahs. It was a proud day for the skyrocket chairman and the delegates were in such rare good humor that a whole batch of professionals were reinstated—in Class A, if you please—with a rush, and with but small opposition. Toward the end of the meeting, it came to its soberer senses and reconsidered and undid a few of these reinstatements, but Class B remained, and for two years thereafter, the members of it enjoyed happy and profitable hunting, for the picking was rich to overflowing. Tire manufacturers dipped into the sport and like all of the larger bicycle makers, they supported racing teams that scoured the country and permitted few guilty dollars to escape them. Those that did escape were overtaken by the Class A men; for as was inevitable, that class developed a crop of fakirs and frauds and "pikers" whose consciences were elastic and whose scent for money was as keen as a hound's tooth.

CLASS B KICKED OUT BY THE L. A. W.

The net result of the straddle was the existence of two contaminated classes honeycombed by professionalism and corruption where but one had existed before. In 1895 the League for the first time formally assumed jurisdiction over professionals, and the following year the inevitable occurred: The stick of the skyrocket fell to earth, the illogic of the situation had become apparent, the odor arising was strong and unpleasant, and on February 11, 1896, the National Assembly, with few words and scant ceremony, kicked out Class B bag and baggage and re-established straightout amateurism and professionalism.

The L. A. W., however, again did the real

amateurs an injustice by permitting the Class B riders then to choose between amateurism and professionalism, although all of them were pros. in all but name. Many already had been "turned," or voluntarily had "gone over," and some of the remaining B men also embraced the cash doctrine and thereby became honest sportsmen for the first time in their careers. The manufacturers who previously had supported them had commenced to count the cost and were edging away anyway. They had served the trade's purposes. The beautiful racing solution had burst. The frenzied boom also had reached its height and was showing the first signs of deflating, and gradually another era of depression set in. The trade and the sport then settled down to its present proportions and ever since the crooked amateurs have been reduced to the necessity of "getting the coin" from professional race promoters and track owners who prefer to give money—or "orders," which usually means money—as it saves them the bother of purchasing prizes. Meanwhile the L. A. W. had, at the urging of misguided leaders and traitors in camp, relinquished control of racing to the present National Cycling Association, which had been organized in December, 1898, by a few disaffected men and track owners and was seeking to "put the L. A. W. out of business." The L. A. W.'s voluntary relinquishment of the sport, served the same purpose. It steadily dwindled from that day.

THE PRESENT ATTEMPT TO STRADDLE.

From the year 1896 and until the present moment, when, a new generation having arisen, and a newer form of cycling having evolved, not even the suggestion of an attempt to again straddle amateurism was heard. But the F. A. M. now has the bee in its bonnet and whether it will profit by experience or will permit itself to be stung as the older organizations were stung, soon will be told. In many respects its proposed straddle is infinitely worse and likely to prove more prolific of discord and regret than either of the two previous attempts which failed so utterly. The latter at least preserved one form of genuine amateurism and another of professionalism, and permitted every man to choose his own class and without regard to the character of his profession or means of daily livelihood while the F. A. M. proposals offer no options whatever; they will make professionals of all who compete in either the trade rider or private owner classes and though the desire appears to exist to preserve the latter as an amateur class, heroic change will be necessary if that end is to be attained. For the trade rider class apparently small consideration exists; the men in the trade will be absolutely compelled to become professionals whether or no they desire to do so; they are to be permitted no choice. It is an astounding situation. If such conditions come to pass, it does not seem possible that history will fail to repeat itself.

CLUBMEN IN THRILLING CONTESTS

Newark Motorcyclists Make Close Finishes in Second Meet at Olympic Park—Big Field in a Protracted Pursuit.

Only the unusual length of the program marred the second club race meet at the Olympic Park track, Newark, N. J., on Saturday afternoon last, 31st ult., held by the New Jersey Motorcycle Club. The competition was spirited and several of the finishes thrilling, but the card was much too long, and a pursuit race going such an unusual distance without result that it was stopped. The sport started at 3 o'clock, and it required four hours to run it off, and then the 15 miles race had to be postponed until the next race meet, on August 14th. The races all are closed events and are held not merely to stimulate club spirit and interest, but to enable ambitious club members to settle their rivalries by "having it out" on their machines instead of with their mouths.

For these reasons, a number of match races were arranged, with varying results. It was, however, the unlimited pursuit for singles that lasted so long. The field was so large that it required two trial heats and a final to decide the issue. The final heat, however, did not decide the race. After going 17 miles without making any appreciable gain upon one another, Malcolm, James and Kluczek were called from the track and put in a two miles scratch heat to settle the argument. James had trouble with his machine after the start and did not finish, Malcolm winning over Kluczek. It was only because of the darkness that the protracted pursuit finally was called off.

The summaries:

Three miles scratch, for belt machines—Won by H. M. Malcolm, Excelsior; second, Kenneth F. Moore, Excelsior; third, Watson J. Kluczek, Harley-Davidson. Time, 4:23.

Two miles match between C. W. Busch, Yale, and George Reich, Yale.—Won by Busch. Time, 3:34½.

Two miles match between K. F. Moore, Excelsior, and K. D. Owen, Indian—Won by Owen. Time, 3:01½.

Two miles match between Leo Reichy, Indian, and Carl Segelbach, Indian—Won by Segelbach. Time, 2:48.

Two miles match between K. D. Owen, Indian, and W. H. James, Indian—Won by James. Time, 2:56½.

One-half mile novelty—Won by George Reichy, Yale; second, Watson J. Kluczek, Harley-Davidson. Time, 1:02½. H. O'Brien finished first but was disqualified for going over the line.

Two miles scratch, open—Won by W. H. James, Indian; second, Watson Kluczek, Harley-Davidson; third, Howard O'Brien, Harley-Davidson. Time, 2:53½.

Two miles match between Percy Drummond, Indian and Howard O'Brien, Indian—Won by Drummond. Time, 2:44½.

Five miles handicap, singles—Won by H. M. Malcolm, Excelsior; second, George Reichy, Yale; third, W. J. Kluczek, Harley-Davidson; fourth, W. H. James, Indian. Time, 8:15.

Two miles special match between Percy Drummond, Indian, and Howard O'Brien, Indian—First heat won by Drummond. Time, 2:44½. Second heat and match won by Drummond. Time, 2:51½.

Five miles handicap, doubles—Won by George Reichy, Indian; second, Carl Segelbach, Indian; third, M. A. Corduer, Indian;



fourth, Howard O'Brien, Indian. Time, 7:28½.

Unlimited pursuit, doubles—Won by Howard O'Brien, Indian; second, George Reichy. Time, 9:25. Distance, 6½ miles.

Unlimited pursuit, singles—First heat won by K. F. Moore, Excelsior; second, H. M. Malcolm, Excelsior. Distance, 3 miles. Time, 4:40. Second heat won by Watson J. Kluczek, Harley-Davidson; second, W. H. James, Indian. Distance, 8 miles. Time, 14:00. Final heat called off at 17 miles. Two miles scratch heat substituted—Won by Malcolm; second, Kluczek. Time, 3:55.

Motorcycle Races at a Kansas Fair.

Two motorcycle races constituted one of the features at the State Fair in Wichita, Kan., on July 21st. The races consisted of mile and five miles events. The shorter distance was accomplished by J. Person, on a Thor, in 1:38½. Conley, Indian, was second, and Ellison, Indian, third. The five miles race was won by C. B. Andrews by a clever turn on the last lap. Ray Hockaway finished in second place. The time was 7:15.

VERBIST MEETS A TRAGIC DEATH

Belgian Champion the Latest Victim of the Speed Craze—Nat Butler Tells How He Was Killed at Brussels.

Motor paced racing claimed another victim at Brussels on July 21, when Carl Verbist, the champion of Belgium, was killed during the hour race at the Karreveld track. Verbist was one of the most famous of continental pace followers and his rise into the ranks of top-notchers was as meteoric as his demise was sudden. He was born at Wyneghem, Belgium, August 16, 1883, but did not begin to make a name for himself in racing circles until four years ago. Last year he defeated all the prominent cracks.

An account of the accident in which the popular little Belgian met his death, and some pertinent remarks, is contained in a letter from Nat Butler, dated Antwerp, July 15, to the Bicycling World:

"I came here to Antwerp to ride a race today with Verbist, the Belgian champion," writes the veteran American, "but the race will not be held. The poor little fellow was killed at Brussels last Wednesday, while riding at 90 kilometers to the hour.

"These people are speed crazy. They should get over it now that they have lost the biggest favorite they ever had, and a fine rider. The regulations here in Belgium have been all right (almost the same as in Paris) until a week ago. Then they had a race in Brussels attended by His Royal Highness Leopold, and the pace-makers used big clothes—you cannot imagine the size of them. No one was hurt badly—though Vanderstuyft and his pace maker fell—so they thought they would try it again, with the result I have already told.

"The race was an hour affair between Verbist, Vanderstuyft, Schipke and Samson. Verbist had hard luck with punctures, but had just made up the distance in the last six minutes, riding at almost a mile a minute. The speed was so terrific that the tire on his pacing machine exploded and both the pace maker and Verbist came down. Verbist was not badly hurt and was just rising when Olieslagers, who was pacing Schipke, came along at a mile a minute clip. Olieslagers could not avoid hitting Verbist and the latter's back was broken. He lived only a few minutes.

"It is an awful shame these people cannot see what their craze for speed is leading to. I think the directors here realize now, but it is too late to bring back their best man. I have not ridden here with the big protection and will not accept an engagement unless the contract calls for small costumes for the pace makers. The rules in Paris are very good. They have had the same rules for four years or more and have had no accidents in that time. That's the best of evidence."

Thrills of Touring in a Blazing Maine Forest

My friend Bicknell was a member of the F. A. M., and the proud possessor of a brand new 7 horsepower twin, and as I also am of and for the F. A. M., and rode a new 5 horsepower, magneto twin, we naturally chummed together; considering, no doubt, that we were in a class by ourselves. Since receiving the new machine "Bickey" had been exceedingly anxious to make some long trip—anywhere. He wanted to get out and "burn up" the road and, I suppose, incidentally to ride a few rings around me just to show what a puny thing is a 5 horsepower machine. We finally planned a trip to the Moose River region, which is in the northwestern part of Maine, and to go to the very end of any road that led the farthest into that great wilderness. It seemed no great task as we glibly talked and planned, but believe me, for a motorcycle trip, it was a crazy idea and fraught with much danger and hardship. This vast forest wilderness knows no roads except the lumberman's "tote-road," and you can say that quickly, or slowly, for it means the same thing—no road at all—simply a path through the great forest.

It was during the dry season that we set out and the run was made over fine roads through the towns of Milo, Dover and Monson, to Greenville. At this point it was necessary to take the C. P. R. tracks to Jackman, which was reached in due time. We then were on the edge of the great forest and at the last civilized outpost, so we rested for a day and planned our trip across Moose river plantation to Fish Pond. The sky was murky, due to a great forest fire to the west, and distant not many miles, and as the State fire wardens were on the spot and impressing all able bodied men into the State fire service, we did not dally too long.

We succeeded in making the first stream flowing into Long Pond, which is drained by Moose River proper, and here we camped for the night. The stream was wide and sluggish, having precipitous banks and "Bickey" noted that the almost black water and lily-pads, augured well for a nice breakfast of pickerel. The bridge crossing this stream was of the usual primitive style of construction usually employed in the woods. It consisted of two uprights and a cap piece, planted in the center of the stream, with two long logs serving as stringers to either bank. In the morning "Bickey" kept his word and landed two fine pickerel on the bridge floor.

That day we advanced several miles to Churchill stream; further we could not go as there was no bridge at that place, it having been swept away by the early spring freshet. We spent a day here fishing, and

then made a trip afoot to Fish Pond. We had some great sport in this locality.

The great forest fire to the west apparently had been creeping nearer, as evidenced by the increasing volume of smoke that obscured the sky and accordingly we decided to investigate it in the morning. When we awoke our fears were heightened by the fresh smell of smoke as well as by the increased volume. Previously, the smoke had borne a strong creosote smell indicating that it was not fresh and that it had likely come from a considerable distance. We hastened down the river bank a mile to the road leading back to Jackson and up the long hill to where our motorcycles had been left, and found our fears fully realized. We looked at each other awhile and then at the great mountain of fleecy white smoke that was rolling to the skies and obscuring the morning sun.

"Cut off," was the laconic ejaculation of "Bickey."

"We have the river," I suggested.

"Yes, and starvation in the wilderness if we take it," he rejoined.

I looked at him inquiringly.

"Throw away everything, and as my eyes are not handicapped by glasses, you try and keep my rear wheel in sight," he said.

"Nothing is easier," I replied, bound to have a fling at him anyway.

Pung! pung! pung! went Bicknell's big motor, while my high compression twin roared out like a Gatling gun. Oh! what a jouncing! Desperation had lent a keen eye and an active intellect, and the "monkey on the stick" would have had to look to his laurels. At two miles, the smoke had thickened very perceptibly and breathing was more difficult. Another mile, and great volumes of stifling white smoke seemed to beat down upon us and take the same direction. Our vision being somewhat obscured, our pace slowed, while our distress was increasing. The birds that we saw were flying with us and darting hither and thither, uttering hoarse screeches and seemed to be unable to find a haven. Another half mile and we were at the edge of the fire zone. By common consent we halted on the apex of a hill and took in the situation.

The draft of air towards the active fire center was now very pronounced and we were pelted with flying dead leaves. Our lungs were troubling us most, as evidenced by the copious mucous discharge from the nostrils, while our eyes shed tears so freely as seriously to bother us and render the direction of the road altogether an uncertainty. The prospect was not inviting, but Bicknell did not hesitate long. With a glance my way, he swung into the saddle

and was off. For a quarter of a mile we rode through burning foliage, some of which was blazing fiercely, while part of it seemed to be simply melting and emitting dense white smoke. The heat was intense and our troubles were heightened by the falling shower of burning or hot cinder like leaves that were live coals in fact. We continued for perhaps ten minutes, at which time I judged we were still one-half mile from the bridge where we caught the pickerel on the outward trip, and where we confidently expected to reach the limit of the fire zone. "Bickey's" motor then developed a bad skip and presently refused to spark and as I rode up he earnestly motioned for me to proceed. This I would not do; and, setting my machine on its stand, I ran back. "Bickey" was an electrical expert, and, although in dire distress, I could see that he had his wits with him. Over each terminal connection he went, carefully and rapidly verifying them, and then into the battery case, next the plug; and then the make and break; no results. Surely the battery would not go dead without warning. "Bickey" now assumed an attitude of deep thought, while whirlwinds of hot air, ashes and dirt continually assailed us from all directions. I was attacked with a fit of coughing which left me weak and dizzy. "Bickey" passed to the opposite side of his machine and with an expression of delight, quickly attached the offending ground wire which had become separated from the motor base.

We had difficulty and falls in starting, and more anon; while our riding was of the wabbling and uncertain order, indicating our dire distress. Fortunately, the bridge was not far away and presently Bicknell half turned in the saddle and held up his hand, indicating the sharp descent to the bridge, and then shot down upon it. I followed. Half way across, "Bickey" wobbled badly, then suddenly pitched over the side and I heard the tremendous splash as machine and man struck the water. I did not stop. It would have been useless. I am not sure that I realized fully just what had happened. A little further on I ran out of the path and fell, and as there was no smoke there, I did not try to arise, but lay there for an hour, recovering. Presently, down the path came "Bickey," his face clean, and wearing a smile.

"Why didn't you follow me?" he asked as we shook hands.

"I am no high diver, "Bickey," and besides, I had troubles of my own," I replied.

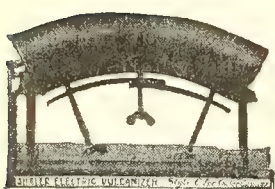
We struck out on foot for the village and at a later date we recovered "Bickey's" machine and went home by train.

E. M. ESTABROOK.

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Mr. Repair Man:

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We now offer to **Motorcycle Repairmen**, **The Shaler Motorcycle Vulcanizer**. It puts the heat right on the inside of the tire where the new fabric is applied and does away with the necessity of cutting away a lot of good rubber.

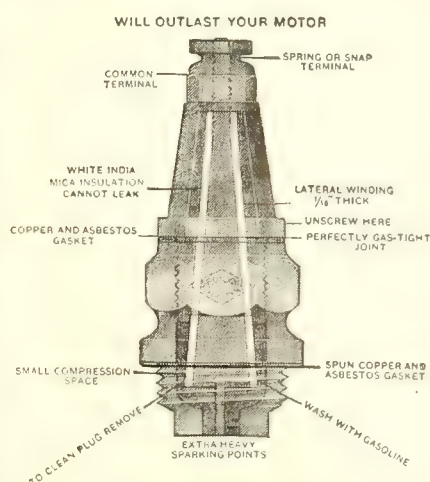
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The New 1910 Model

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is radically different. The extensive experience of this company in in the manufacture of coaster brakes has been applied to the problem of giving the motorcyclist an absolutely dependable device. Before offering the new 1910 model it was tested out by manufacturers and riders. The success of these tests is nothing short of remarkable.

Read what some of the riders say about it:

THE BEST YET.

From L. W. Dayton, Columbus, Ohio.

... "About three months ago, I began riding one of your new type internal expanding coaster brakes on my 2½ H. P. motorcycle. Previous to that time, I had been using different brakes, but had more or less trouble with all of them. I have had no trouble at all with your new coaster brake and very soon after I began riding it, I had a feeling of confidence in its reliability that was strengthened the more I rode it.

"The brake works very positively. I am able to stop within a short distance and there is not the slightest suggestion of catch or lock in it. I ride my machine every day and in the past three months have covered several thousand miles. I have not lubricated the brake or adjusted it since I put it into my machine. Yesterday I took it out and examined it and I found that there was no apparent wear on any of the parts.

"I can certainly recommend it as the best yet for motorcycles."

A GREAT IMPROVEMENT.

From J. W. Wilbur, Troy, N. Y.

"I went on my long trip and everything worked finely. The brake seems to me to be a great improvement, and stands up very well."

STANDS UP WHERE OTHERS FAILED.

From the George N. Holden Company, Springfield, Mass.

"Your new model motorcycle coaster brake furnished for testing out on the Gas Company's delivery van has proved satisfactory in every respect. It has been in use for two months and has given no trouble whatever, standing up where all others have failed. The young man riding the machine is rough in handling it. It is safe to say that the brake has had the severest kind of a test. The van is used for carrying piping, tools and for heavy work generally."

IT IS EVERYTHING A MOTORCYCLIST WANTS.

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"I received the new improved brake for my machine. It is highly satisfactory. Your brake coasts much better and does not heat up, nor is there any clicking like others. You have now about everything one would want. I can coast, run noiseless and apply brake to hold rear wheel instantly."

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You may have all kinds of views and opinions on motors and motorcycles but there is one point in a motorcycle that all agree upon, and that is the brake in the rear wheel. This must be positive in its action—not only today but every day in the year. This is a part of a motorcycle that receives the greatest abuse and the least attention of the rider. We have built the THOR Brake to meet these requirements. Our experience in the motor field is the great factor in our producing the Best Motorcycle Brake.

INSIST THAT YOUR MOTORCYCLE BE EQUIPPED WITH IT.

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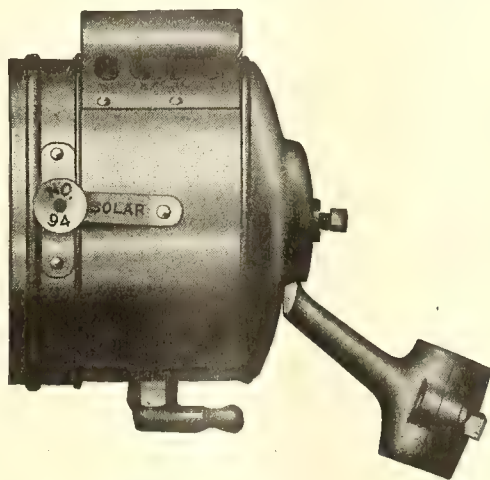
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live up to their reputation. Their good name is the result of twelve years of successful lamp building. If you want the very best there is, the one lamp that will make night riding positively safe, then get a Solar. To insure a steady flow of gas you need a Solar Generator also.

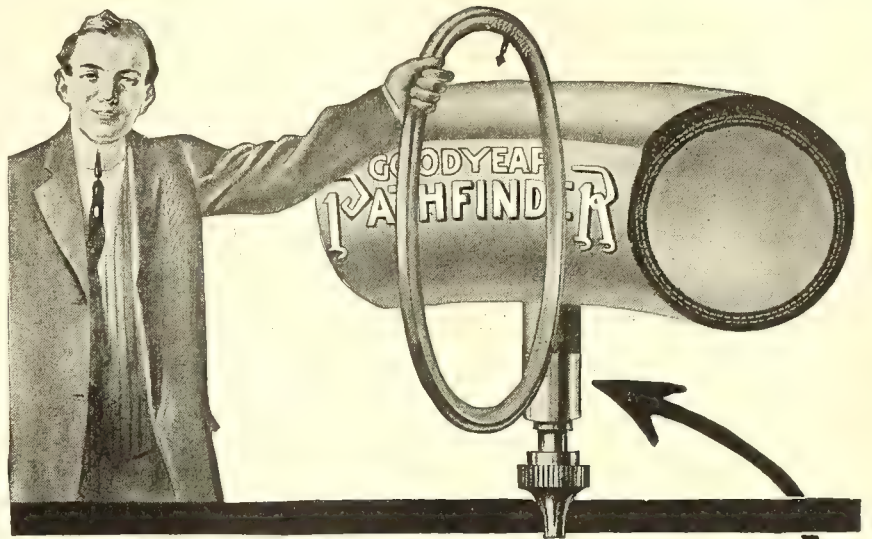
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Rode Tires 4,000 Miles; Good for Many More



Read the strong statement below of A. S. Boehm. It proves graphically why the supreme wearing quality of the Goodyear Pathfinder Single Tube Tire always makes pleased customers.

Baltimore, Md., Jan. 10, '09.

The Goodyear Tire & Rubber Co., Akron, O.

I had ridden the Pathfinder Single Tube Bicycle Tire 2,021 miles *before* I received my *first* puncture, and that was gotten by running over a nail in a horse-shoe. I have now ridden 4,000 miles and I think *the tires can stand much more hardship.*

Riding on these tires I participated in the following events: Two round-trips to Washington, D. C., and one one-way trip in which I made a record time of 2:54; one 75-mile run; two half centuries; one-way trip to Westminster, Md., compelled to return home by train on account of being caught in a heavy snow fall; won one beautiful silver loving cup and was on the winning team in the Australian Pursuit race in which a silver cup was won. I also won the mileage contest of the Lafayette wheelmen for 1908, in which nearly two-thirds of all the mileage was ridden on these tires.

You people are putting out the best tires for both *liveliness* and *durability*. The best thing of all is that they can be easily fixed in a *jiffy*.

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RECENT PATENTS.

915,684. Carburetter. Norman Leinua, Fort Washington, Pa., assignor of one-half to Thomas J. McCarthy, Los Angeles, Cal. Filed Feb. 3, 1909. Serial No. 414,073.

1. A carburetter for combustion engines comprising a casing having a passage for the flow of air or other fluid, a fuel supply channel communicating therewith, a valve controlling said channel, a suction chamber having a channel communicating with said passage, and a diaphragm connected with said valve and controlling its movement, said diaphragm operating within the suction chamber and so arranged as to be subjected to the impact of the fluid flowing through said passage.

915,896. Spark Plug. John G. Shea, De-

troit, Mich. Filed June 13, 1908. Serial No. 438,265.

1. A spark plug comprising a tubular nipple, an insulating bushing concentrically secured therein, a terminal in the bushing, a terminal in the nipple in operative relation to the bushing terminal, an arm on the upper end of the nipple, a priming cup on the arm discharging through a duct in the arm into the nipple above the terminals, and a manually operated shut off valve for the duct.

915,918. Patch for Vehicle Tires. Oscar W. Wiles, Oakland, Cal. Filed April 24, 1908. Serial No. 428,922.

A patch for pneumatic tires comprising the combination with a tire and rim of an independent patch member enveloping said and having their inner surfaces flush with

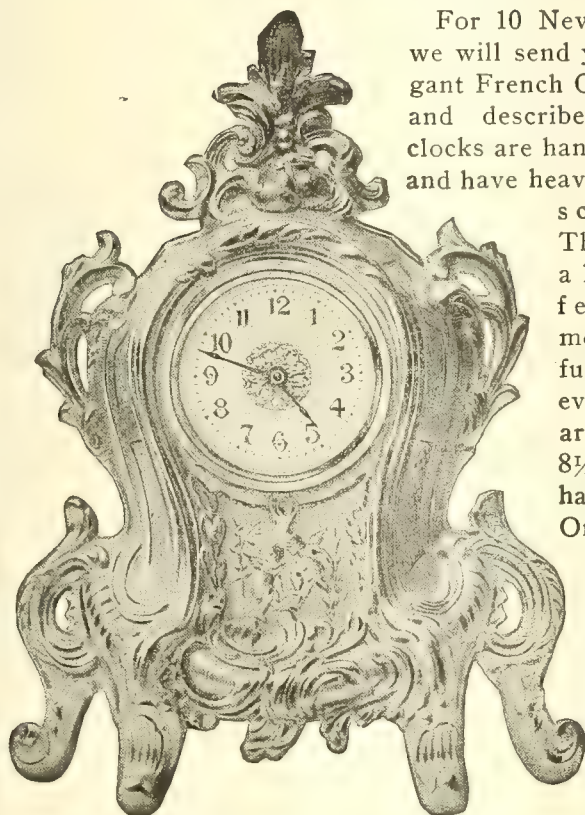
the inner surfaces of said patch member, the ends of said hooks being provided with a plurality of sharp serrations biting into the flange of said rim, as and for the purposes described.

917,560. Dry Battery Cell. Walter S. Doe, Jersey City, N. J., assignor of one-half to Harry N. Witbeck, Ravenna, Ohio. Filed May 11, 1908. Serial No. 432,005.

1. A dry battery provided with a reservoir made of zinc, sealed in the top of the battery and insulated from the carbon electrode, the said reservoir being in contact with the inclosing electrode of the battery and having means for the excitant liberated from the battery filling to pass into the said reservoir and to be returned to the lining of the inclosing electrode of the battery.

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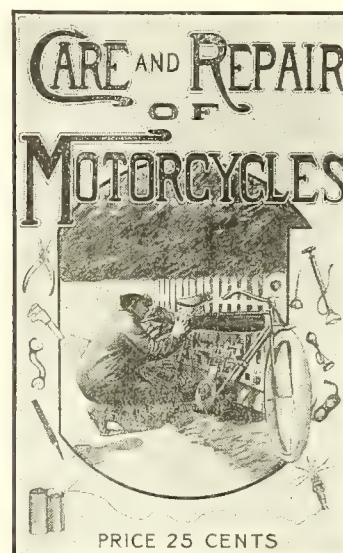
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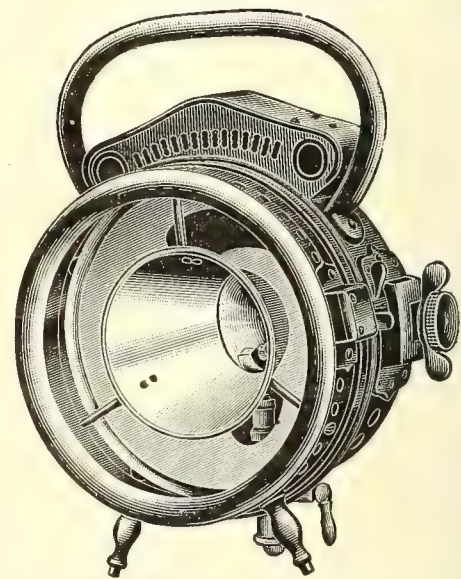
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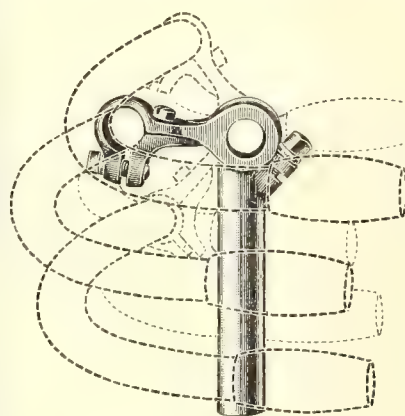
AT NEW YORK, June 19—Started one in Riverview hill climb, equaling the fastest time and being disabled by an accident to its rider in the run-off of the tie.

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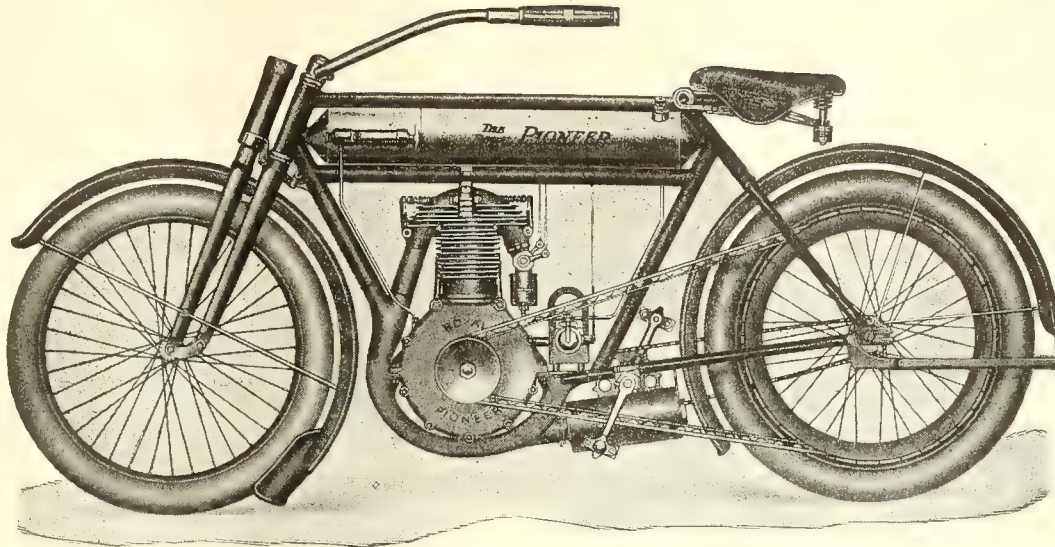
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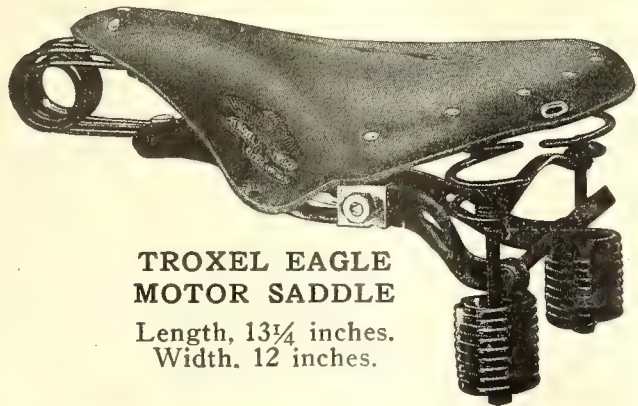
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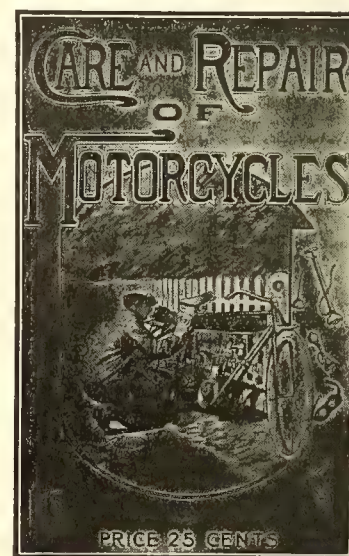
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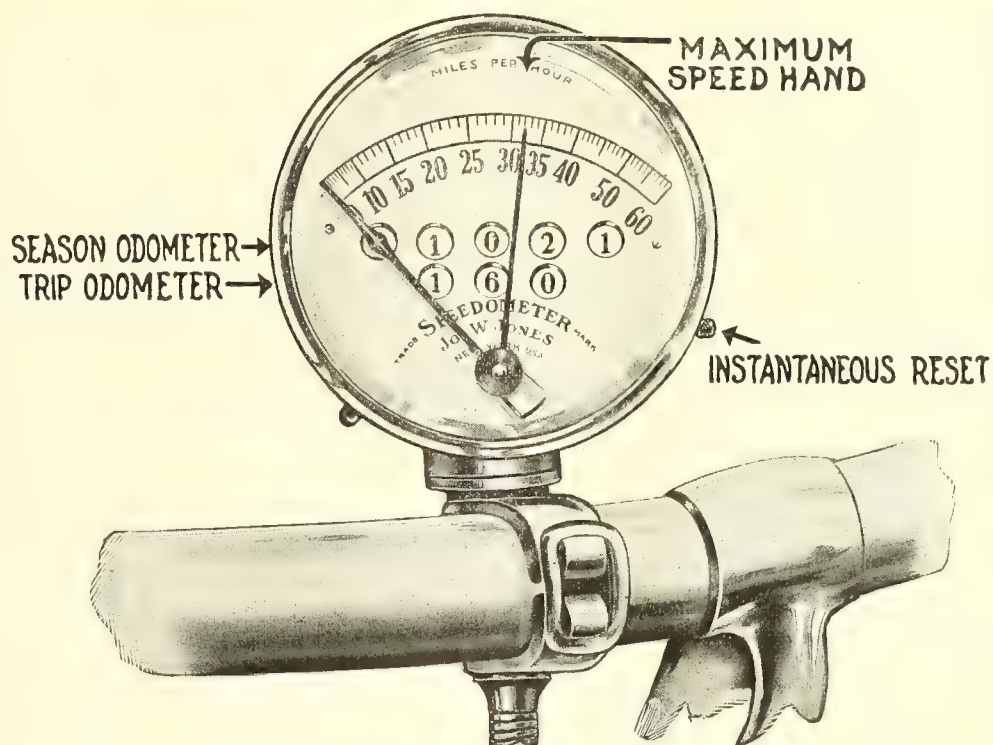
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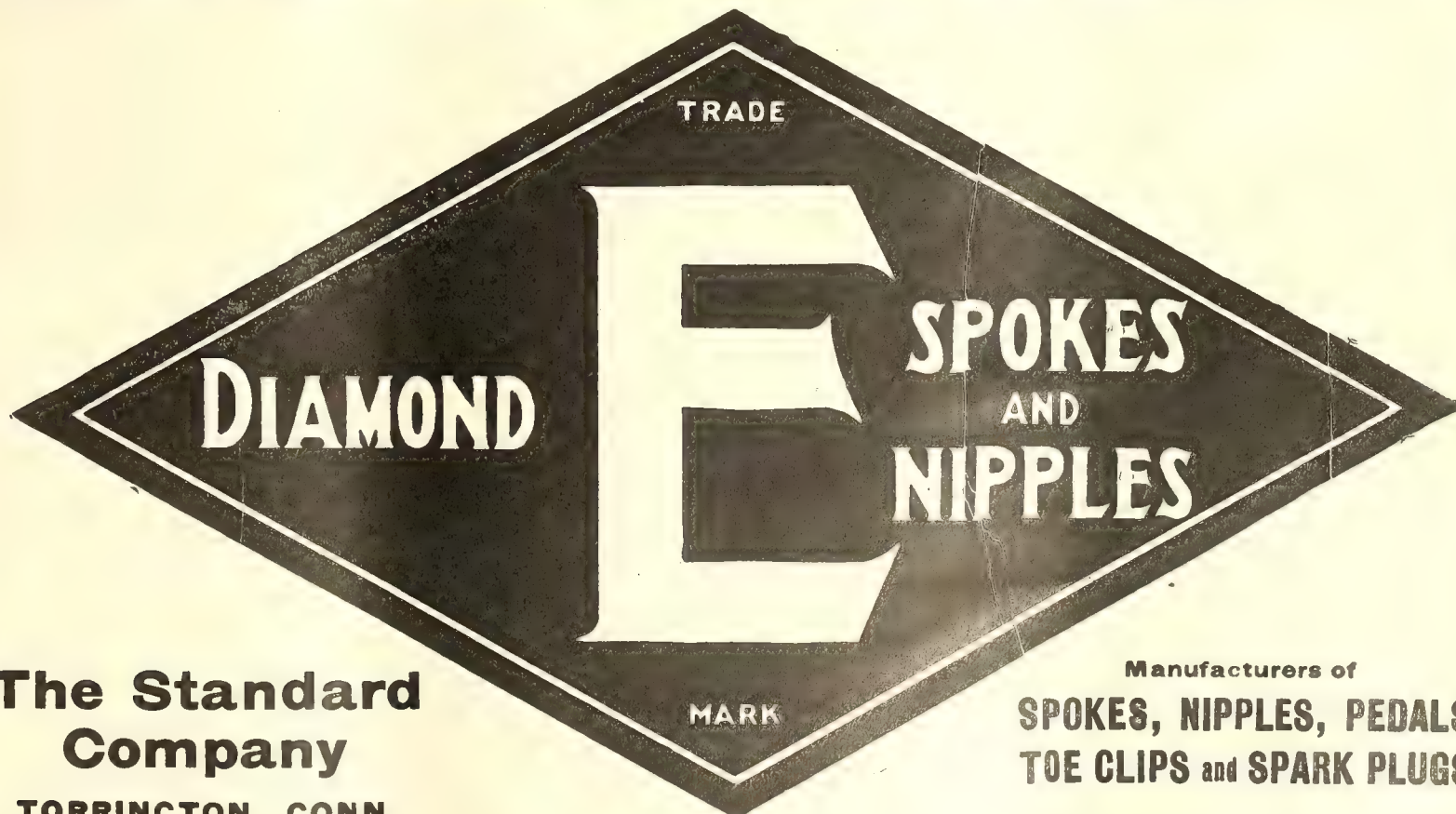


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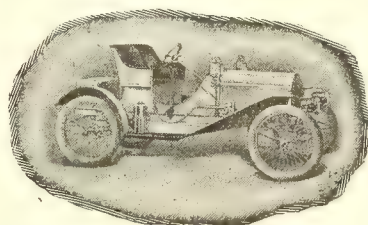
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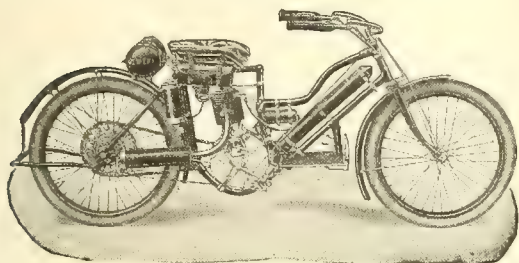
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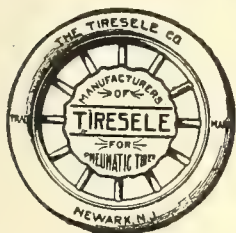
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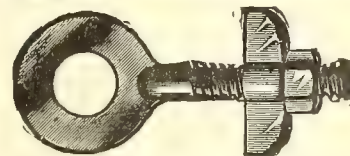
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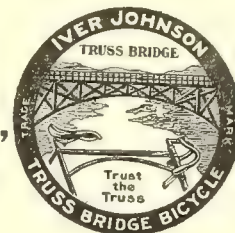
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 else about it just as perfect.

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IVER JOHNSON'S ARMS & CYCLE WORKS
 FACTORY AND GENERAL SALES OFFICE
 360 River St., Fitchburg, Mass., U. S. A.

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 BICYCLE TIRES**

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JAMES L. GIBNEY & BRO.
PHILADELPHIA

**American Motorcycles**

Our Agency proposition is the best
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 make you money. Write us.

American Motorcycle Co.,
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IDEAL PLATING CO.
 Marlboro, Mass.

TORPEDO MOTORCYCLES

WHY HESITATE? Unless you ride the BEST
 you cannot be a SATISFIED MOTORCYCLIST.
 You know there can be but one BEST and that is
 the TORPEDO. Write for catalog and agent's terms.

THE HORNECKER MOTOR MFG. CO.**GENESEO, ILL. U. S. A.**

Metric Separable Indestructible Mica Plug,
 \$1.50.

(Trade **STA-RITE** Mark)
 Ignition Plugs are now repaired perpetually,
 free of charge, when returned to factory, be-
 cause "They Stay Right the Longest."

THE R. E. HARDY CO.,

(Incorporated 1900)

Factory, 201 37th St., BROOKLYN, N. Y.
 309 Fisher Bldg., Chicago.

**Reduced Price for 30 Days**

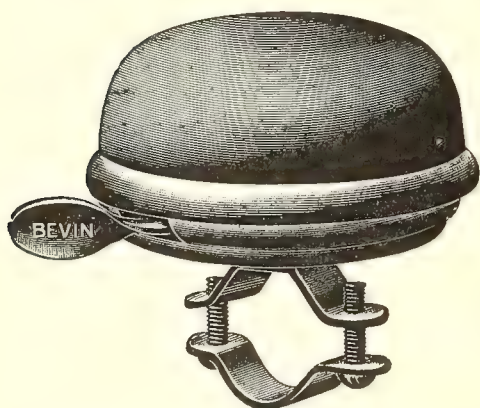
on Ovico motorcycle stand. You can remove rear wheel with stand in position. The strongest and best stand
 on the market. It always sold for \$3.50. For 30 days we will accept orders for \$2.00. Regular dealers given their
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OVINGTON MOTOR CO., 2236 Broadway, NEW YORK

SUNDRIES

That Sell Wherever Bicycles are Sold

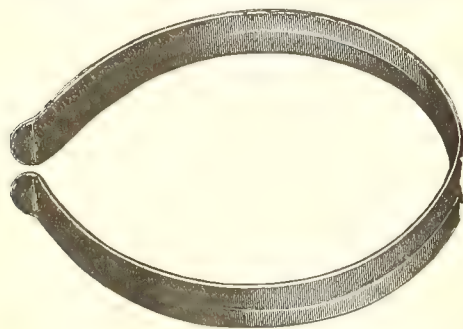
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Bevin Toe Clips



Bevin Trouser Guards



We Offer

such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.
EASTHAMPTON, CONN.

"BICYCLE REPAIRING"

By S. V. D. BURR

*Revised and Enlargea
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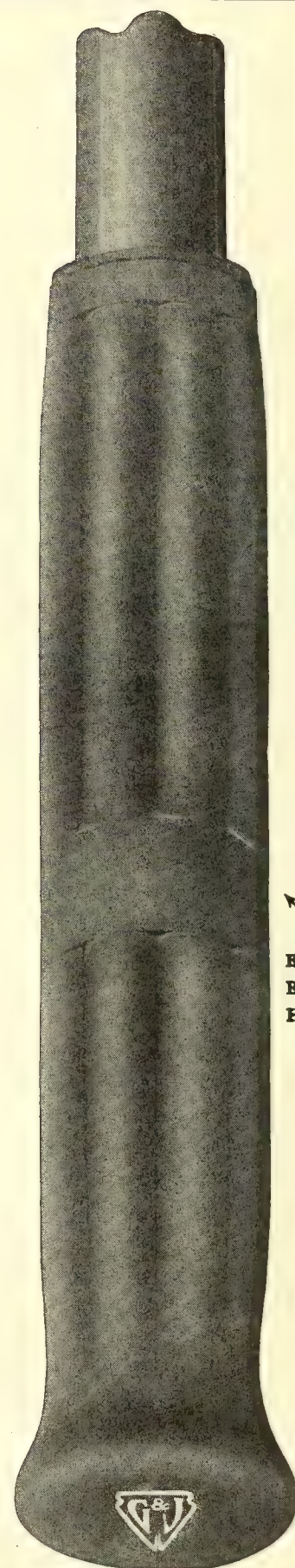
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Treats of everything from the
equipment of the repair
shop to the repair of
a puncture.

Price, \$1.00, Postpaid

THE BICYCLING WORLD CO.
154 Nassau St., New York



END OF
BAR
HANDLE

Order your new motorcycle equipped
with

G & J ROUGH-RIDER GRIPS

Made of Rubber.

They relieve the vibration.

Price, \$1.50 Per Pair

For Sale by All Dealers.

G & J TIRE CO.
INDIANAPOLIS

Possibly the behavior and condition of the

Kokomo



Motorcycle Tires

used by the winning team in the Chicago 600 miles endurance contest
(even the gridiron treads were still serviceable)

may have surprised some men

but, if so, they are not men who are acquainted with the



Kokomo Bicycle Tires



The same qualities that have made our bicycle tires so dependable for so many years, are the same qualities that will make our motorcycles tire famous. We did not bring it out until we were SURE it was right; and it IS right. If you want a reliable, durable tire and one with a tread that will last long enough to be of real service, you will call for the Kokomo and insist on getting it. If you desire to know more about it, write us.

KOKOMO RUBBER COMPANY, Kokomo, Ind.

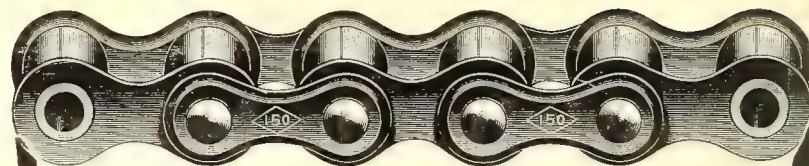
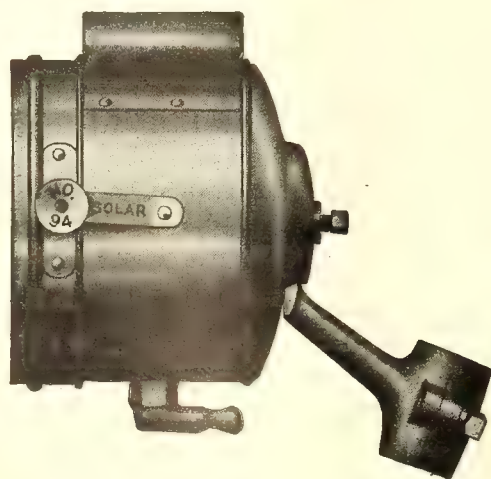
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live up to their reputation. Their good name is the result of twelve years of successful lamp building. If you want the very best there is, the one lamp that will make night riding positively safe, then get a Solar. To insure a steady flow of gas you need a Solar Generator also.

THE BADGER BRASS MFG. CO.

Two Factories:

Kenosha, Wisconsin. 437 Eleventh Avenue, New York



You can depend upon DIAMOND Motorcycle Chains

Diamond Chains drove the Locomobile to victory in the Vanderbilt Cup Race; they helped Wright Brothers to break one world's record after another; they are driving all kinds of vehicles and machine tools where the utmost reliability is essential, and likewise, they have proven winners on motorcycles from the beginning of the motorcycle industry.

The smooth running qualities and durability of Diamond Motorcycle Chains long ago made them the standard form of drive, and in recent years we have so improved them, both in workmanship and in quality of material, that they are practically proof against serious elongation. With this feature of wear eliminated, the only objection to chain drives is removed.

With a Diamond Chain you have nothing to fear from your transmission on account of dripping oil, temperature change, or muddy roads. You can depend upon the same satisfactory service every day in the year.

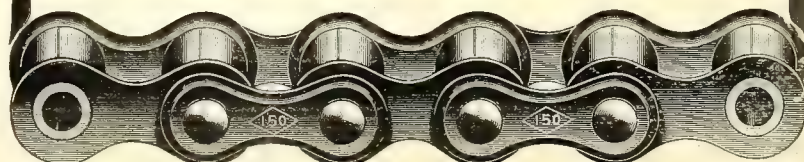
It will pay you to try a Diamond Chain under the most severe conditions. Replace your old chain with a Diamond.

Write for booklet.

DIAMOND CHAIN & MFG. CO.

141 W. Georgia Street
INDIANAPOLIS, IND.

Capacity 8,000,000 feet per year.



Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

Thor BICYCLE HUBS

Always were and always will be
THE BEST

Mr. Dealer, demand them in your 1910 bicycles. They help to sell your wheels. They give not only satisfaction but make a bicycle the smoothest running wheel a rider ever purchased. We stand back of the *Thor* hubs. Why use others when you can have *Thor* for the asking?

Thor Motorcycle Coaster Brakes

You may have all kinds of views and opinions on motors and motorcycles but there is one point in a motorcycle that all agree upon, and that is the brake in the rear wheel. This must be positive in its action—not only today but every day in the year. This is a part of a motorcycle that receives the greatest abuse and the least attention of the rider. We have built the THOR Brake to meet these requirements. Our experience in the motor field is the great factor in our producing the Best Motorcycle Brake.

INSIST THAT YOUR MOTORCYCLE BE EQUIPPED WITH IT.

AURORA AUTOMATIC MACHINERY COMPANY

Thor Building, Chicago. Ill.

LICENSED COASTER BRAKE MANUFACTURERS.

ABSOLUTE PROTECTION

GUARANTEED ALL USERS OF

Continental Rubber Works' Tires.

We regret to announce that the Circuit Court for the Western District of Pennsylvania has decided against us in the suit brought by The Single Tube Automobile & Bicycle Tire Company.

THIS IS ONLY THE FIRST COURT OF JURISDICTION

and an **appeal** will be taken at once. We are confident that a higher Court will reverse this decision and sustain us in our position.

We will give absolute protection to all of our customers in the use or sale of our tires; and as this guarantee covers you on both past and future business, it is impossible for you to suffer any loss or annoyance in connection with the handling of our product.

We are fully responsible, and will give bond to the Court to cover any damages that could possibly be assessed.

As the patent in question expires May 23rd, 1910, there can be no question whatever of our ability to continue to furnish you with whatever tires you may require.

We will be very glad to give further information to anyone desirous of securing same.

CONTINENTAL RUBBER WORKS

ERIE, PA.



THE motorcyclist is fast learning what the automobilist learned years ago.

A poor light is both a nuisance and a standing invitation to accident, danger and expense.

Prest-O-Lite is not expensive. And it has a big insurance value.

The light is unwavering, reliable. The flame neither flares up nor dies down, no matter how many the bumps. The cleanliness and convenience are your clear gain. Simply turn the gas off and on, like a gas jet.

The Prest-O-Lite Motorcycle Gas Tank is 12 inches long and 4 inches diameter. Weighs 7 pounds. Holds 10 ft. of gas—40 hours of light.

Price, \$10. FULL TANK, (in exchange for empty) **60c.**

Thirty-day trial plan. See your dealer, or write us.

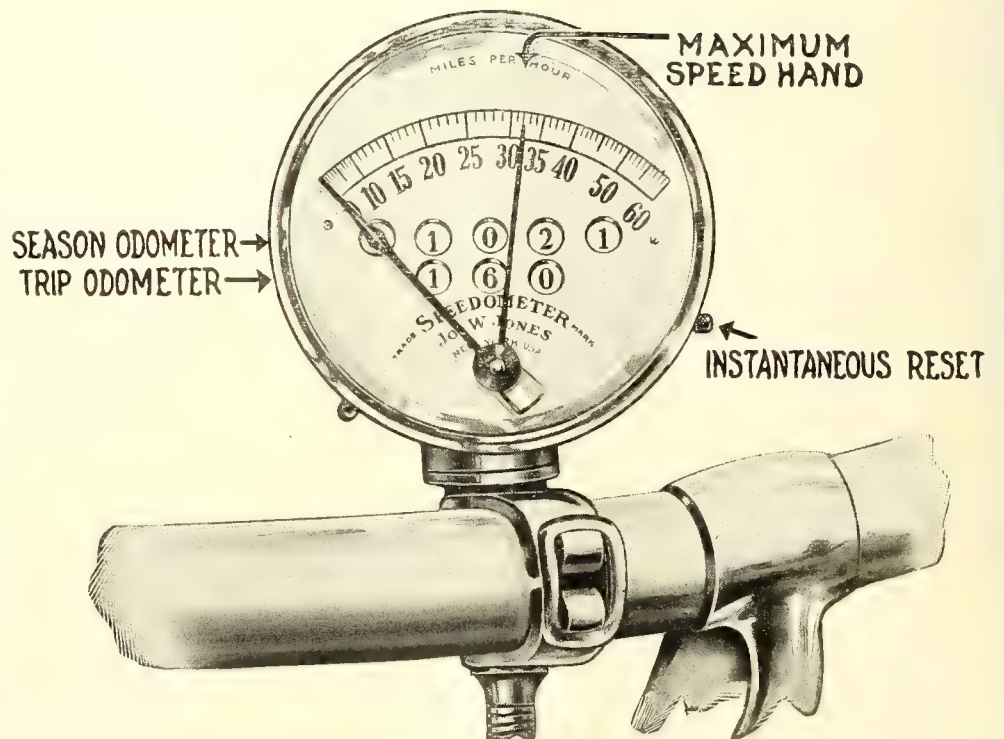
THE PREST-O-LITE CO. 245 E. South Street
Indianapolis, Ind.

Branches at New York, Boston, Philadelphia, San Francisco and Cleveland.
3,000 Exchange Agents

Jones made the first speedometer, years ago.

He improved on the original. Each succeeding year brought out something a little better than the previous one. You probably remember the old friction drive and some of the other earlier models. Compare the new Jones Model 32 that is illustrated herewith, with any other speedometer on the market today. You will find it is just as far ahead of the field as it is ahead of the early models Jones made. It takes experience to build speedometers. See that you get the

Jones Speedometer



Model 32, 60 Mile Scale, Maximum Hand. Price, \$25.

JONES SPEEDOMETER DEPT. UNITED MANUFACTURERS, Inc.

Broadway and 76th Street, New York

MORGAN & WRIGHT MOTORCYCLE TIRES

wear so well because
they are made so well.

The heavy woven auto fabric that goes into them is exactly the same as we use for our automobile tires. The rubber stock is the finest to be had and is compounded by our own special process, which gives it leather-like toughness.

They combine to give our tires a strength of material far greater than is ever required for ordinary service. Thus they are able to easily withstand those unusual shocks and strains of service that would put an ordinary tire out of business in short order.

There are good substantial reasons back of the fact that endurance riders almost invariably choose Morgan & Wright tires for their long, hard grinds; Reasons why Riley, the man who is going round the world on a motorcycle, is using Morgan & Wright tires; Reasons why (and this is still more convincing) riders who use them in hardest test of all—every-day, everywhere service—one and all give this testimony:

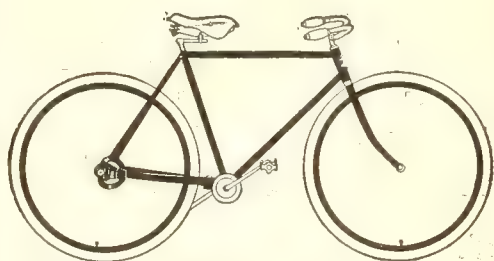
MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Made in Corrugated, Bailey and Basket Weave
Treads, Single or Double Clinch.

MORGAN & WRIGHT, Detroit

POPE BICYCLES

C O L U M B I A
C L E V E L A N D
R A M B L E R
T R I B U N E
C R E S C E N T
M O N A R C H
I M P E R I A L
F A Y



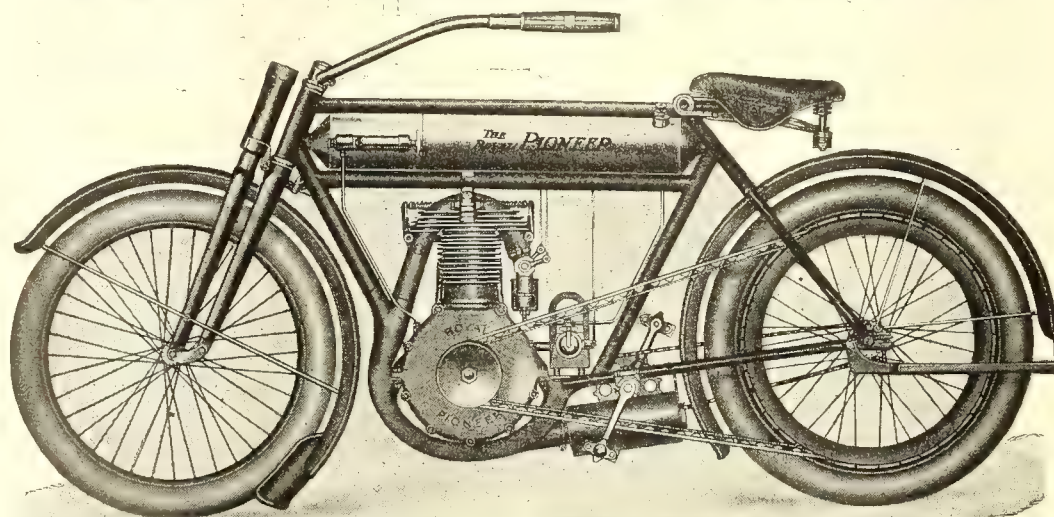
THE POPE LINES of bicycles include machines specially designed for every kind of service—for the rider who seeks recreation and healthful exercise, the racer, the man who daily rides to and from his work and for hundreds of practical business purposes. They offer the greatest range of prices, the greatest number of distinctive designs and the widest variety of equipment. The advantages of such selection will appeal to every dealer and user of the wheel.

The 1910 lines now under construction will be better and more complete in variety than in any previous year. Dealers are requested to keep in touch with us regarding the season of 1910.

THE POPE MANUFACTURING CO.
Hartford, Conn.

1910 ROYAL PIONEER 1910

Reliability
Power
Comfort
Silence



Flexibility
Efficiency
Economy
Strength

NOW READY FOR DELIVERY

WHAT THEY SAY OF IT ALREADY:

"First motorcycle I have ever enjoyed."

"Motor is a dandy; climbs every hill I can find."

"First one that ever took him up the mountain."

"How soon can you deliver six more?"

"Certainly a dandy—hills are like level roads."

"Everything works beautifully—reliability personified."

Wish we had room to give them in full. Write for more information.

THE ROYAL MOTOR WORKS, Inc., Worcester, Mass.

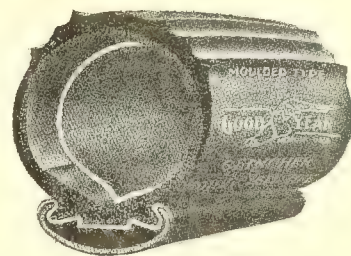
This Tire Drives Your Tire Troubles Away!

The Goodyear Strong Fabric Moulded Clincher Motorcycle Tire is the toughest—yet easiest riding—motorcycle tire made.

It *wears the longest*, causes the least trouble—costs the least for upkeep—and is most easily repaired.

The fabric which goes into this tire—the *toughest fabric known*—is such that even if the tire is cut or jagged by sharp stones, or other obstacles, it can be repaired with *ease*.

The fabric, being so closely woven, does not separate. Unquestionably, the



Note the casing of this most durable of all motorcycle tires. Send for a sample section and examine the four plies of the strongest, toughest, most closely woven fabric put into any motorcycle tire on the market.

We can furnish this tire in either single or double clinch.



Strong Fabric Motorcycle Tire

saves the user money in all ways as compared with any other tire, as you will see.

The wise motorcyclist who figures up the cost at the end of the season knows that the Goodyear is really the **LOWEST PRICED** tire on the market. It will outwear several pairs of the ordinary kind.

For the cover stock is of toughened rubber, the strongest made, especially treated, built for the extreme of wear, yet still retaining its resiliency. This is strengthened by the casing—moulded type—which has four plies of the strongest, toughest, most durable, most closely woven fabric, put into any motorcycle tire. This is the famous Sea Island fabric, which costs 55c a yard. We could use common muslin at 5½c a yard. But it requires 300 pounds to break Sea Island fabric, while common muslin breaks at 40 to 60 pounds. Hence it wouldn't do for

the Goodyear Strong Fabric Moulded Clincher Motorcycle Tires.

The Goodyear Tire can be permanently repaired. Some motorcycle tires are "done for" just as soon as they are slightly damaged.

The tube is of the same stock we use in our famous Red Seal Automobile Tubes. Butt end or endless type.

The only rubber used in Goodyear Tires is the finest of new Para, quoted at \$1.84 a pound today. We could use "Borneo" or "Guayule" at 40c a pound, or even "reclaimed" rubber from the junk pile at 10c a pound. But this wouldn't do for a Goodyear, any more than common muslin. With all their strength and durability Goodyear Motorcycle Tires are the most resilient, easiest riding. We can furnish them in either single or double clinch. Write for sample section. Get our special agency proposition.

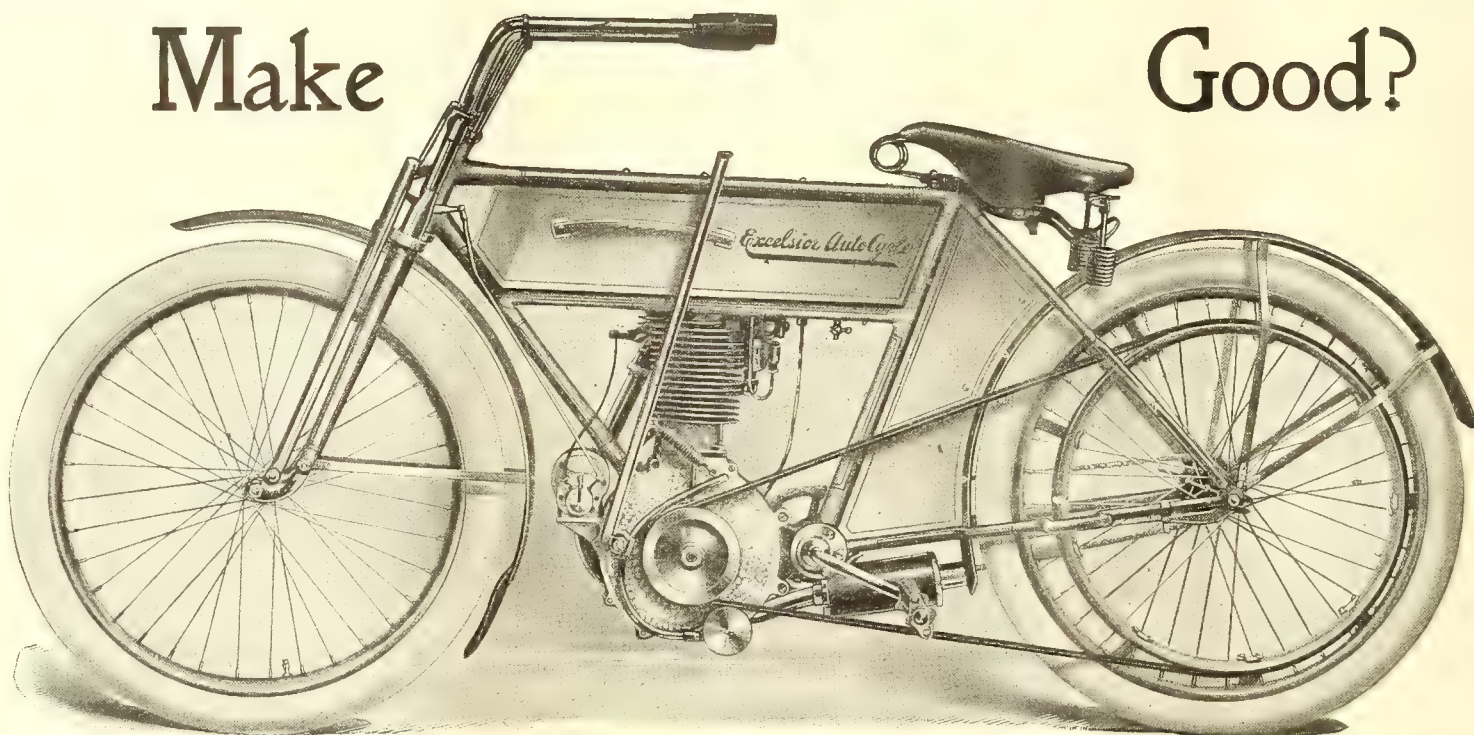
The Goodyear Tire & Rubber Company, MOAL STREET Akron, Ohio

BRANCHES—Atlanta, 90 N. Pryor St.; Boston, 669 Boylston St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 E. Fifth St.; Cleveland, 2005 Euclid Ave.; Denver, 28 W. Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-951 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad and Fairmount Aves.; Pittsburg, 5988 Center Ave.; San Francisco, 506 Golden Gate Ave.; St. Louis, 3935-37 Olive St.; Washington, 1026 Connecticut Ave.

DID THE EXCELSIOR AUTO-CYCLE

Make

Good?



CERTAINLY—AS USUAL

Five Excelsiors Started—Four Perfect Scores

The highest proportion of any make of machine entered. Only two private owners to finish perfect on single cylinder machines. One of them an Excelsior, ridden by L. Wipperman of Buffalo, N. Y. Note the number of other makers that fell by the wayside. Then draw your own comparisons.

Excelsior Quality Makes Good Every Time.

EXCELSIOR SUPPLY COMPANY

Established 1876

233-37 Randolph Street

CHICAGO, ILL.

STANLEY T. KELLOGG, Eastern Distributor, 2232 Broadway, New York, N. Y.

The Diamond Medal

was not a prize this year, but we got the best they had.

7 Harley-Davidsons Entered—6 Finished

in the most gruelling endurance contest ever held.

CLEVELAND TO INDIANAPOLIS

Two private owners finished in the single cylinder class with perfect scores. Mr. R. E. Underhill, of Chicago, on a HARLEY-DAVIDSON was one of them.

We Won the
Diamond Medal
for
Endurance
at
F. A. M.
National Meet
1908



World's Record
for
Economy,
50 Miles
on
1 Quart 1 Ounce
of
Gasoline

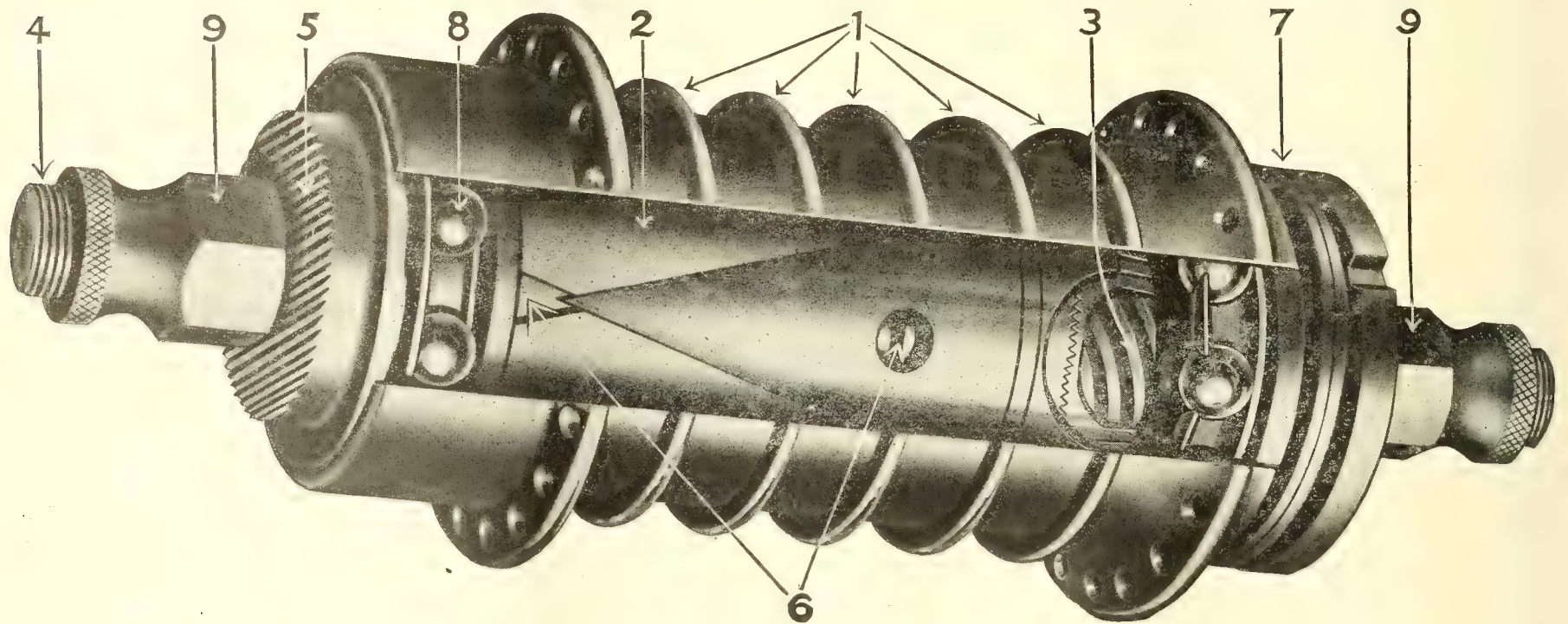
If it is endurance and economy you want, ride a

HARLEY-DAVIDSON

CAN MAKE IMMEDIATE DELIVERIES
SEND IN YOUR ORDER TODAY

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.

THE MUSSELMAN MOTORCYCLE COASTER BRAKE



Notice the Ten Points of Superiority

No. 1.—**COOLING FLANGES** which add over $13\frac{1}{2}$ square inches of cooling surface, making the total surface 42 square inches, making it impossible to overheat this brake. These cooling flanges also add an enormous amount of strength, barring any possibility of rupturing the shell in applying the brake, as is common with other hubs.

No. 2.—**BRAKE SHOE**.—Our construction permits a very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges.

No. 3.—**SHORT PITCH**. $\frac{5}{8}$ inch pitch. This is a very short pitch and gives one as good a leverage in applying the brake as a lifting jack. This leverage with our ample brake shoe gives you a power great enough to stop an automobile.

No. 4.—**LARGE AXLE**. 9-16 inch in diameter; strongest made. No danger of this axle bending or giving away under any condition.

No. 5.—**NO ARM**. This principle with our corrugated face on left stationary cone does away with building our brake with an arm. Arms or eccentrics create an undue leverage on rear forks, which is a common cause of trouble in other styles. Our construction causes the pressure when brake is applied of an end pull on rear forks and end push on the rear stays, making it impossible to break your rear forks.

No. 6.—**GREASE CHAMBER**. Our brake is built with a grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease for keeping the hub automatically lubricated for a season.

No. 7.—**CHAIN LINE**. Our sprocket set is fitted with two chain line rings; these with the straight and offset sprocket will give you seven chain lines, running from $2\frac{1}{8}$ inches to $2\frac{1}{2}$ inches, making it unnecessary to order special hubs for certain motorcycles.

No. 8.—**LARGE BALLS**. $\frac{3}{8}$ inch steel balls are used throughout, making the chance of broken balls infinitesimal.

No. 9.—**LONG STRONG AXLE NUTS**, built so as to accommodate any kind of stand.

No. 10.—**NO DRAG OF PARTS**. The principle of this brake is the same as the famous Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times, whether driving or being pulled by the motor. This is true only of the Musselman Coaster Brake.

DIMENSIONS.—MODEL A.—FOR BELT MACHINE.

Length over all outside cones, 6 inches.

Chain Line—Straight Sprocket, $2\frac{1}{4}$, 25-16, $2\frac{3}{8}$ inches.

Offset Sprocket, $2\frac{1}{8}$, 23-16, $2\frac{1}{4}$, $2\frac{3}{8}$, 27-16, $2\frac{1}{2}$ inches.

Drilled for 36 and 40 Holes.

Width of Flanges, $3\frac{1}{2}$ inches.

Sprocket, 3-6, 10 to 12 tooth, inclusive.

FOR FURTHER PARTICULARS WRITE TO

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, August 14, 1909.

No. 21

HENDEE AGAIN HEADS M. M. A.

Election of Officers at Annual Meeting in Chicago—Steps Taken for Adoption of Uniform Agency Contract.

George M. Hendee, the head of the Hendee Mfg. Co., will serve the Motorcycle Manufacturers Association as its president for another twelve-month. He was chosen to succeed himself at the meeting of the association in Chicago on Friday, 7th inst. Percy Pierce, Pierce Cycle Co., also became his own successor to the office of treasurer. J. D. Hurley, Aurora Automatic Machinery Co., was elected vice-president, and the former vice-president, W. F. Rempis, Reading Standard Co., was made secretary, on the motion of F. C. Robie, Excelsior Supply Co., who previously held the post.

In addition to these gentlemen, those present were G. W. Sherman, Aurora Automatic Machinery Co.; Arthur Davidson, Harley-Davidson Motor Co.; G. N. Hornecker, Hornecker Motor Mfg. Co., and W. T. Marsh, American Motor Co.

The matter of a uniform agency contract which was discussed several months ago was again taken up and steps were taken that assure the adoption of such a contract. The claims of the New York young man who is exceedingly anxious to become the association's press agent, also were again advanced, but as was done on the previous occasion, the subject was indefinitely postponed.

The new competition rules of the F. A. M., in the shaping of which several members of the Cycle Manufacturers Association played large parts, were the subject of some discussion, but it was, of course, of an informal nature.

Wichita's First Motorcycle Store.

The Hockaday Motorcycle Co., Wichita, Kan., has taken possession of a new store

at 204 North Main street, which will be devoted wholly to the sale of motorcycles. The old location at 230 North Main street, will be retained by the Wichita Bicycle & Sporting Goods Co., in which two of the Hockadays are interested.

New Customs Ruling in New Zealand.

The New Zealand customs authorities have recently given a decision to the effect that "free wheels for bicycles" are to be classed under No. 367 of the tariff. British productions will be admitted free of import duty, while those of foreign manufacture will be taxed 20 per cent. ad valorem.

Splitdorf Becomes a Corporation.

The business of C. F. Splitdorf, of New York City, which is one of the oldest in the production of ignition products, has been incorporated under New York laws, with \$500,000 capital. No changes in the personnel of the concern are involved.

Biddle Goes to the New Departure.

T. N. Biddle, who for the past 13 years has represented the Eclipse Machine Co., of Elmira, N. Y., has gone with the New Departure Mfg. Co., of Bristol, Conn. He begins to travel for the company this week.

Columbus Dealers in New Location.

The Franklin Bicycle and Supply Co., which has been located at 49 West Long street, Columbus, O., has removed to 71 East Gay street, where the company will operate a general repair and supply shop.

Will Handle Thors at Santa Ana.

The Martin Motor Car Co., of Santa Ana, Cal., has "taken on" motorcycles. Through the Pacific Coast distributor, A. Freed, of San Francisco, the company has arranged to handle the Thor line.

Toledo Dealer Visited by Fire.

Fire damaged the cycle establishment of A. F. Shea, at 710 Superior street, Toledo, O., on the 8th inst., resulting in damage to the contents estimated at about \$500.

TILLINGHAST PATENT SUSTAINED

Rights in Single Tube Tires Upheld by Third Decision in Plaintiff's Favor—Defendant Company to Appeal.

Holding the so-called Tillinghast patent to be valid and as covering all forms of single tube tires, the Circuit Court of the United States, Western District of Pennsylvania, filed a decision on the 7th inst., against the Continental Rubber Works, of Erie, Pa., and in favor of the Single Tube Automobile & Bicycle Tire Co., after almost five years of litigation. The action was brought by the complainant in November, 1904, and in its result has brought about the third occasion on which the courts have sustained the validity of the patent since its issuance in 1893.

The Continental Rubber Works commenced the manufacture of tires of the single tube variety in 1903, and declined to pay tribute to the Single Tube Automobile & Bicycle Co., which owns the patent and licenses practically all of the makers of single tube tires except the Continental company. The latter took the position that the patent was invalid and that the company holding it was not in basic control of the art. As a result of this attitude the infringement proceedings were commenced promptly and have been as bitterly fought as they have been vigorously prosecuted, the attorneys in the case being Fish, Richardson, Herrick & Neave, of Boston, for the complainant, and J. C. Sturgeon, of Erie, for the defendant.

In the intervening period the defendant has made about 1,250,000 tires, according to an authoritative estimate, and all of these, under the decision just rendered, infringe the Tillinghast claims. As the royalty demanded by the complainant from its licensees is 5 per cent., with 15 cents per pair minimum, the amount of damages involved makes a considerable sum. The

Continental Rubber Works, however, has given notice of its intention to file a sufficient bond and appeal the decision. The announcement is of importance to the cycle manufacturers and to the jobbers who have handled the Continental product and who will welcome the protection afforded, as nearly all of the output has been placed through these channels.

So far the Tillinghast patent has been sustained in every instance in which its validity has been called into question. Its first test was in 1899 when it was held good by Judge Colt in the Circuit Court of the United States, District of Massachusetts. An appeal was taken by Fred Howard Porter, the defendant, and the United States Circuit Court of Appeals for the First Circuit, sitting at Boston, concurred in the conclusions of the lower court, although holding the first claim of the patent as being too broad to be valid. The second claim, however, in the opinion of the judges, Putnam, Aldrich and Brown, "fully and correctly represents the invention of the patent." This second claim was that on which infringement was charged in the suit against the Continental Rubber Works. It reads as follows:

"2. A pneumatic tire, composed of a rubber tube, an intermediate layer of fabric, and an outer covering of rubber, substantially as described, having all its rubber joints and component parts simultaneously vulcanized together, forming an integral annular tire."

Details of the patent and the chief contentions involved are comprised in Judge Buffington's opinion in the case against the Continental company, which is given in full as follows:

"This bill in equity is brought against the Continental Rubber Works by the Single Tube Automobile & Bicycle Tire Co., owner of Patent No. 497,971, of May 23, 1903, to Pardon W. Tillinghast. Infringement of the Second Claim is charged. This claim was held valid by the Circuit Court in the First Circuit, 98 Fed. Rep. 624, and the decree thereof approved, 112 Fed. Rep. 423. The patent has also been generally respected by tube makers and large royalties paid for license thereunder. Our study of the art leads us to concur in the conclusions reached by Judge Colt in the Circuit Court. In the present case we have additional proofs bearing on Bothroyd publication of December, 1890, and the alleged Halladay use in Chicago in the summer of that year. It is conceded by complainant's counsel that unless the Tillinghast patent is carried back to a date prior to Bothroyd's publication the latter would invalidate such patent. We have carefully examined all the proofs and without going into detail of discussion, have reached the conclusion that as early as July, 1890, Tillinghast had a clear conception of his pneumatic bicycle tube embodying the elements of his second claim. That prior to September following he disclosed the same to the witnesses Ricketts, Reuckon and Johnson. That Ricketts, in August, under Tilling-

hast's directions, made a tire embodying the invention and that from that time forward Tillinghast diligently followed up his conception and reduced the same to practice. In that connection, and as bearing on alleged anticipations in the way of gaskets and garden hose, we agree with what Judge Colt said: 'The inventive thought of Tillinghast was in the pneumatic tire itself, and not in the method of uniting two annular rubber tubes and an intervening fabric, which method may previously have been adopted for various purposes. The mere fact that it was old to vulcanize together an inner rubber tube, an intervening fabric and an outer rubber cover in the rubber hose art and in the rubber gasket art, does not prove that there was no invention in the application of such a method of construction, with such modifications as must be made, to a pneumatic tire. Although hose pipe and gaskets had been manufactured for years prior to the Tillinghast invention, it did not occur to any skilled mechanic that their method of construction could be successfully applied to the production of a pneumatic tire.'

"The testimony bearing on the Halladay tires falls short of that certain one convincing character necessary to invalidate a patent. In point of time, Halladay can fix none closer than that it was 'some time between July and September,' and he concludes 'it may have been a little later (than September), but not very much.' No one is called to testify as to the date of the manufacture of such tires, although Halladay says he was present when they were made. He fixes his dates by no special event and there is no corroboration by written evidence. The only supporting witness is Brady, whose testimony is not more convincing. On the whole we are of opinion the patent was not anticipated and the claim in question be decreed valid and infringed. Let such a decree be drawn."

Tariff Changes Affecting the Trade.

Changes affecting the cycle and motorcycle industry have been incorporated in the Payne tariff law which was signed by President Taft on August 5, and went into effect the following morning, superseding the Dingley tariff law. Motorcycles and bicycles, together with their "finished" parts, have been grouped in a separate paragraph with motor cars instead of being classed under the general head of "manufactures of metal" as previously was the case, but the duty remains at 45 per cent., as heretofore.

Tubing, however, has been reduced from 35 per cent., to 30 per cent., while tires have been advanced from 30 to 35 per cent. Reductions from the old tariff have been made on some items in such a manner as to give rise to a possibility that the courts may be called upon to construe not only the meaning of "finished" parts, as named in the law, but also to decide some fine points of classification.

There will be no conflict on ball or other

anti-friction bearings, as these regardless of their use, are assessed at 45 per cent. Chains, too, must pay a minimum of 45 per cent., though the rate of iron and steel, not specifically provided for, are reduced from 35 to 30 per cent., and the rate has been lowered also on certain large general classes of casting and metal products. Confusion is likely to result, also, in the importation of fittings and specialties which like tube pumps and other articles which embody both hard rubber or celluloid and metal tubing, as the rate is raised on goods made of the former class of materials and lowered on the other.

The new law contains practically the same provisions as the old for the return of duties when imported parts are shipped out of the United States in connection with domestic products. To secure the "drawback" it is necessary to make arrangements with the Treasury Department and to meet the conditions which the latter sets down, in order that the parts or materials may be identified and the amount of duty paid on the same ascertained. The amounts allowed are based on the rates in the new law. The drawback provision thus is important to those manufacturers who export machines having foreign magnetos, tubing or other parts.

Larger Saddle Posts for Motorcycles.

An increase in the size of motorcycle seat posts is being made necessary on account of the severe strains which the saddles get in service and because of their being made broader than formerly, according to Charles A. Person, the head of the Persons Mfg. Co., Worcester, Mass., Posts of $\frac{7}{8}$ inch diameter, he maintains, are stronger weight for weight than the more usual $\frac{5}{8}$ inch size, affording more security to the rider and making the strain on the clamp parts less. Already one maker has recognized the advantage of the larger size, the Merkel-Light Motor Co., of Pottstown, Pa., having made provision for $\frac{7}{8}$ inch posts and saddle clamps on its forthcoming motorcycle models.

Badger Brass to Get a "Drawback."

By arrangement with the Treasury Department, every acetylene bicycle lamp which in the future the Badger Brass Mfg. Co., of Kenosha, Wis., exports to other countries will entitle the company to a "drawback" from the government amounting to all but 1 per cent. of the duty which has been paid on the imported tips and tip holders which are used in Solar lamps.

Texas Branch for American Motor.

The American Motor Co. of Texas is the style under which the Massachusetts company of that name is operating its Southern branch which just has been established in Dallas in the Lone Star State. It is in charge of R. A. Pickens, former sales manager of the parent concern, and is claimed to be the largest exclusive motorcycle establishment in the world.

COL. POPE PASSES AWAY

Long Failing, the Founder of the Industry Succumbs Suddenly to an Attack of Pneumonia—His Long and Busy and Proud Career.

Col. Albert Augustus Pope, founder and for many years head of the Pope Mfg. Co., and the founder of the American bicycle industry, and one of the founders of the automobile trade, died suddenly on Tuesday last, 10th inst., at his estate on the Jerusalem road, Cohasset, Mass. Although it had been reported recently that he was on the verge of collapse, denials were issued by members of the family, who stated that his condition was practically the same as it had been for many months. Col. Pope's health had been failing for the past three years, and it was known that he could not recover, but the immediate cause of death was pneumonia, which did not develop until last Monday. Out of harness for some little time, and never as prominent in the affairs of the automobile industry as he had been in his earlier and truly life work, he was best known to those who had been associated with him in the days of his greatest activity when he threw a tremendous amount of energy into the upbuilding of the American bicycle industry, of which he was proudly known as the father.

The funeral services were held on Friday. Before the body was taken to Boston a brief service at the Pope home, attended only by members of the family, was conducted by the Rev. Cecil Harper, of the Pope Memorial Church at Cohasset. In Boston the service was held at the Old South Church under the direction of the Loyal Legion, the Rev. Allen E. Cross, assistant minister, presiding. Members of military and civic organizations and a large number of prominent citizens joined in the tribute, and the service was of a semi-military nature, men from Troop A cavalry acting as pall bearers. The burial was at Forest Hills.

Col. Pope was born in Brookline, Mass., September 20, 1843. He early manifested the dominant personality and ready faculty for organization, which later enabled him to become the large figure in the industrial world which he was. Early exploits during vacation days, and later experiences while a clerk in the shoe and leather findings establishment of Brooks & M'Cuen, in Boston, gave him a taste for organization and accomplishment which was destined to expand into a mighty force under the influence of his great and compelling enthusiasm.

The outbreak of the Civil War interrupted his work and afforded him opportunity for bigger development in a few months than some men know in as many years. He enlisted in the 35th M. V. M. on August 22, 1862, was made a second

lieutenant, and a year later was promoted to a first lieutenant. On April 1, 1864, he was made captain of his company, and thereafter so distinguished himself in active and frequently unusual service that he was brevetted major and lieutenant-colonel "for gallant conduct."

After the war he returned to his former employers for a time, but soon started in business for himself. His first venture was in the manufacture of ornaments for ladies slippers. He also dealt in shoe manufacturers' supplies. In 1876 he organized the Pope Mfg. Co., of which he became the



COL. ALBERT A. POPE

head, and which commenced in a very modest way the production of various patented novelties. He married, September 20, 1871, Abby Linder, of Newton, who survives him, and made his home in that suburb of Boston, becoming more or less interested in civic affairs, and serving as a member of the city council from 1876 to 1877.

It was just at this time that the seeds of the bicycle industry, which later grew to such stupendous proportions, were sown. Col. Pope became interested in the idea of the self-propelled vehicle and, in the fall of 1877, ordered W. S. Atwell, a local machinist, to build him one. Its cost was \$313, and it was a mechanical marvel in more ways than one. But it served the purpose of developing in its owner a firm conviction of the possibility of enlisting the enthusiasm of other people in the bicycle, and of turning their interest to profitable account. For a time thereafter bicycles were imported from England and sold by the Pope Mfg. Co., but in 1878, an order was placed with the Weed Sewing Machine Co., of Hartford, Conn., for the production of a quantity of bicycles. Ultimately the business grew to such an extent that the Weed company was absorbed by the other.

Col. Pope was honored with the, at times

equivocal, title of Captain of Industry. In his case it was well deserved, because his was the real leadership which smooths the pathway for his followers as well as guiding them. His most disinterested service was in the cause of good roads. For his labors in that direction he has received justly deserved credit, but not to the full measure of his worth, for it was work in which there was little encouragement at first and no direct pecuniary reward.

In the beginning it was mainly a battle for industrial existence. Largely through his own efforts, he conquered opposition, secured the use of the public parks of Boston, New York and Chicago for cyclists, and secured for them everywhere a measure of genuine recognition.

He might have stopped there and left the greater work for other hands. But he was fired with characteristic zeal, and finding the common roads discouraging to the cyclist because of their poor quality, undertook the prodigious task of starting a general movement for their betterment. At one time he employed more than one hundred clerks in his campaign of circularizing the country. He enlisted the active sympathy of forty-five state governors and earned the credit for a large number of favorable legislative acts, which paved the way for the present good roads statutes. The founding of "The Wheelman," still in existence as "Outing," was an incident to this work, reputed to have cost him \$60,000.

That was the field work of the leader. The direct management of his personal business was conducted on no less broad a basis, as its subsequent growth plainly showed. The absolute domination of the bicycle field which he held for many years, arose largely from his foresight in taking an early grasp of the patent situation.

He early found that the bicycle was honeycombed with patents, both English and American. The first bicycle, as every cyclist knows, was produced by Lallement, a Frenchman, who invented the crank and pedal action. He had manufactured a crude machine in the Paris workshop of Michaux, but had dropped it as being of no very great importance. Later he came to New Haven, made a bicycle over here and was frequently seen about New Haven's streets. Here an American named Carroll ran across him, and thought so well of the machine that he took out patents jointly with Lallement. This was the first basic American patent. Meanwhile, during this period, 1869 to 1879, many Americans and Englishmen were improving the bicycle, not radically but in details. They had gone to the length of small rear wheel, improved spokes, improved spoke fastenings, hollow forks, hollow backbones, anti-friction bearings, improved saddles, and all the rest of it. The bicycle slowly was growing toward perfection, was growing slowly toward the beautiful lines which climaxed in the 16-pound "ordinary" racing bicycles produced in 1886.

Therefore Pope immediately established a patent department. He seemed to have ample capital, or perhaps he bought the patents very cheap. It is believed the latter was the case. He bought the Lallement patents and any others that he could find. As soon as a bicycle patent was heard from, whether new or old, whether fanciful or practical, Pope immediately got in the train of the inventor. Thus, by the year 1880, the Pope Mfg. Co. were the owners of the majority of bicycle patents in the United States, and particularly did they have absolute control of the Lallement patent, without which no bicycle could be made. As soon as he felt sure of his position, Pope issued a manifesto demanding a royalty of \$10 on every machine made in the country, or brought into the country. His demands were polite but forceful. There was a good man behind the gun, and both individuals and firms paid. But this \$10 royalty, paid to Pope from the very start and for many years thereafter, was nothing at all compared to the fact that patent ownership enabled him to control the market. For without a license from the Pope Mfg. Co. no bicycle could be imported into this country and none could be made here. This put Pope in absolute command. He was the Czar of the business and could dictate. And he did dictate, always politely, but always firmly. Patent after patent was added to his holdings, and he built an impregnable wall about the bicycle.

In time, say, in 1883, the Lallement patent had run out, but by this date the Pope patent department was the most important end of the business. Early cycle makers and dealers remember it well. Pope had gathered a complete patent library and had a suite of rooms especially set aside for patent work. At the head of this department was Charles E. Pratt, a Boston lawyer. Pratt was then about 40, heavily spectacled, yet with an all-seeing eye. Pratt sat quietly at the head of the patent department and made and unmade the destinies of ambitious importers and manufacturers. Every man who attempted to make a bicycle in America eventually had a session with Pratt, and in these interviews the man always came c^o second best. Pratt was a student, a bookworm. After Pope, Pratt may be said to have been the most important factor ever known to American cycling.

To revert again to the early Pope days. The first active force ever brought against Pope was the McKee & Harrington entity. About the same time, 1882, Chicago developed another proposition which made cycling history. At 40 South Canal street, a man named Thomas B. Jeffery had a machine shop in which he made certain repairs and later manufactured and repaired certain parts of bicycles. Also, in the same city, one R. P. Gormully had his eye on the bicycle business—Gormully a tin roofer and a man of means, an expansive man. As soon as the final decrees had been entered in the Pope-McKee & Harrington case,

which, of course, greatly strengthened Pope's position and created precedent for him and his cause, we find this Jeffery advertising in the *Bicycling World* that he is prepared to sell a copy of the entire testimony in the Pope-McKee & Harrington case, and furthermore that he would place at the disposal of any interested party sufficient data to prove that the Lallement patent was not worth the paper it was written on.

This indeed was a strong blow, was competition from an unexpected quarter. It is probably true that Gormully and Jeffery



COL. POPE ABOUT 1880

were close together at this time, though they were not then in formal partnership. Reading between the lines it would seem that Gormully was behind the scenes, for the next season he started making the Ideal bicycle. Yet Pope withstood this, for in a short time we find Gormully advertising himself as manufacturer of the Ideal bicycle, under license from the Pope Mfg. Co. This Ideal bicycle, by the way, did not exactly compete with the Columbia. There was then no thought of safety bicycles, and Pope issued licenses that kept for himself the manufacture of bicycles of the larger sizes. McKee and Gormully had the right only to make machines of less than 50 inches front wheel diameter.

In 1882 again we find Pope opposed by another man, one supposed by many to be in some respects the most forceful man which cycling produced. In Hartford was one A. H. Overman. In the days of his pride, when he owned a grand bicycle factory at Chicopee Falls, a plant in many respects the first in the country, his enemies claimed that he had been a book agent. If he was, he was undoubtedly a good one, for in everything that Overman undertook he was thorough, and he finally, in fact, broke on the rock of thoroughness. For a decade afterward, when the market was

flooded with good and cheap bicycles, he continued to turn out the Victor bicycle on so elaborate a scale and under such fine processing, that his profits were sadly eaten into. However, this is later history, is trade history, and did not particularly belong to the Pope scheme.

So here in this man Overman was the fourth factor with which Pope had to deal, and these were strong men. Yet Pope maintained uninterrupted supremacy. At one time he fought Gormully, at another Overman. Occasionally both Gormully and Overman would form a pool and fight Pope, but Pope was always the winner, either through absolute victory or compromise. From this time on patent litigation was the feature of the bicycle business.

Meanwhile Pope was constantly enlarging his Hartford plant and he was getting the best men in the country, both in the inventive department and throughout the entire works. Year after year this factory evolved until it became one of the notable concerns of the country, and, as everyone knows, Columbia became a so-called household word. In those days Pope was the biggest bicycle advertiser in America. He always was on the front or back page, and usually it was a full page, though in Winter it shrank to a half. And his advertising received no less care than the other branches of his business. He always employed an expert.

On the side, millions of pamphlets were published to inculcate cycling as a sport and as a health-giving proposition. Physicians were circularized; the pulpit received ample attention; the colleges were deluged with Pope literature. Incidentally, Pope kept the daily press supplied with matter. He was a great believer in that idea, and he flooded every paper in the country with bicycle stuff. The bicycle was a new thing and little was known about it. The editors were hungry for news; they wanted either serious stuff or humorous stuff. Pope gave them all kinds and billions of words were printed about the bicycle. One can imagine how much could be written in those days. The average man did not know anything about gearing, or the size of wheel suitable for him, or what kind of lamp he should use. Then came the tricycle and then the safety. All was Greek to the American public. This necessitated an enormous amount of tuition on the part of the manufacturers, and Pope entered into this end of the game with his usual enthusiasm and vigor. In 1883 he offered \$1,000 in prizes for the best article on the bicycle. In 1884, being at that time disgruntled with the *Bicycling World*, he withdrew his support from that paper for a whole year, whereupon Overman connected immediately—starting a monthly magazine called "The Wheelman," which afterward became known as "Outing," after Pope had spent \$60,000 on it. This magazine, by the way, was a marvellous publication. All the best outdoor writers of the country contributed to it. Its pages were filled with

illustrations which in those days set the pace for all lay magazines. Through *The Wheelman* the public were taught the value and delight of outdoor recreation, and the beautiful illustrations drove the lesson home. No man could read it for a season without developing a wild desire to mount the "steely steed," as it was then called, and away to the woods and nature. *The Wheelman* depicted the pleasures of cycling from every aspect. The poet, the artist and the prose writer fired his imagination properly to describe the real and the ideal of bicycling.

Also again we find Pope spending time and money in other directions. He, in fact, spent several thousand odd dollars to open Central Park, New York, which had been closed to cyclists for years. He also dominated the race track. At every important race, Pope men were judges, timers and handicappers. In the League, many of the principal officials were directly or indirectly in the Pope interests. During those days, as in fact during his entire cycling career, Pope became a greatly hated man. He was accused of doing all kinds of things, from appointing League presidents down to "running" the smallest race at a country fair. It is probable that he had his finger largely in the American cycling pie, but it always was well done. Pope was a diplomat of the first water. He gave readily money, machines and patronage, but he always expected something in return. He had gathered about him a group of very clever young men who seemed to be inoculated with the Pope idea. This idea was to spread the gospel of Pope and the Columbia. Pope was at the head of the club, was first on the parade; Pope was known at the race track; Pope was friendly with the principal racing men; Pope was here, there and everywhere. Pope and Columbias predominated by sheer numbers and by tone and respectability. The Hartford-Boston scheme was a sort of college of commercialism, and it turned out many good men—men whose cycling history could be dwelt upon with admiration, for they had more or less talent, and their courtesy was perennial.

In a general way, Pope had now come to be known throughout America. In New England manufacturing circles he also took his place in the front rank. He constantly increased his factory in Hartford until it became one of the show places of New England. He not only extended, but he extended wisely and artistically. He built homes near it; he beautified the entire proposition. Later he presented Hartford with a park called Pope Park. Still later he built an office building in the center of his Hartford plant, for at this time, 1893, he owned the Columbia bicycle factory, the Hartford Rubber Works, and the Pope Tube Co., which group later was increased by the Columbia Electric Vehicle factory, and a great office building in Boston. The entire Pope group in 1900 best represented what the man had achieved. In

looking at these great plants, hiving thousands of workmen and sending products all over America and across the seas, and paying perhaps \$1,000,000 per year net profit to their owner, any talk about Pope not being a big man, a natural leader and a broad-gauge merchant, were the absolute folly.

During his career Pope gathered about himself many strong men. Perhaps the best known to the moderns was George H. Day. No man could make Pope, but Pope made many men. Any man who was close to the Pope business must, however, have noted the dominance of the colonel himself. When the Colonel was absent, the wheels of progress kept whirling, but they did not go forward, and no important proposition was decided. It is true that Pratt, George Day, E. W. Pope, George Pope and some others who were close to the Colonel were of very great value to him. They were the pillars in the Columbia temple, and strong pillars they were. But the aortal valve of the business, the pistonic, dynamic force of the Pope scheme was Col. Albert A. Pope himself. No man who ever stood near him had a tithe of his activity, of his restlessness, of his fearlessness. The men mentioned all did many things and were wisely conservative. They were the exact types of men to support a man like Pope. He was quick, daring, speculative and his career was marked by many minor failures. But the career of a man of such hyperactivity always must be paved with error. These men undoubtedly prevented him from making more errors than he otherwise would have made. At the same time, Pope ever remained the leader, the captain of the business. The Pope proposition was a fair ship, and the Colonel was the wind which blew it over the seas, whether they were calm or white-capped. He was the wide-minded man, the man of force, the man of bravery. And, like all men of the type, he was surrounded by a group of advisors and workers who, from certain viewpoints, were stronger than he was. But as a whole, the Columbia success and all that it entails was and is primarily the work of Albert A. Pope.

Although best known for his connection with the bicycle industry, Col. Pope's interest in the manufacture of motor vehicles dates back to 1897, when a motor carriage department of the Pope company, was formed to produce an electric vehicle. This development formed the nucleus of the Columbia Electric and Vehicle Co., which later became the Electric Vehicle Co., and recently was re-incorporated as the Columbit Motor Car Co.

After the consolidation of the Pope Mfg. Co. with the old American Bicycle Co., and later the American Cycle Mfg. Co., automobile manufacture was taken up on a large scale. A derivative of the so-called bicycle trust, was the International Motor Car Co., of Toledo, then manufacturing a steam car, and which, in 1903, became the Toledo Mo-

tor Car Co. With the present Waverley Co., of Indianapolis, it was operated as the Pope Motor Car Co., the two concerns producing the Pope-Toledo gasoline and Waverley electric vehicles. The Pope-Hartford car was developed by the Pope Mfg. Co. directly, as was the Pope-Tribune, which for a time was made at Hagerstown, Md. The Columbia Steel Co., of Elyria, Ohio, was started as a tube works in Hartford, in 1892, and until the Pope Mfg. Co. became financially embarrassed, was controlled by it.

One of the few large occasions on which Col. Pope permitted himself to be swayed was when, in 1898, he consented that the Pope Mfg. Co. become a part of the American Bicycle Co., the \$40,000,000 bicycle trust. He always regretted his participation in that tempest tossed and disastrous enterprise, of which he became president when it was too late to save it. When it went to smash, he bought the great wreck and thus again became the head of his former property and so much more that it proved embarrassing.

The capacity for exploiting broad-gauge ideas which distinguished Col. Pope throughout his career led him into many ventures not directly in line with the development of auto-locomotion. He was a man of many interests and up to the time of his practical retirement he was a prominent figure in New England business circles. He was a director in the American Loan and Trust Co., the Winthrop National Bank and the Boston Savings Bank. He was a member of the Massachusetts Society of the Sons of the Revolution, and commander of the state commandery of the Loyal Legion. He served twice as president and three times as vice-president of the Beacon Society, and held membership in numerous other organizations, civil, military, scientific and mercantile. He also had been a visitor of Wellesley College and of the Lawrence Scientific School of Harvard University.

Large of frame and of genial disposition, his exuberant personality made his friendships easily won and of long endurance. As a business man he was scrupulous. Perhaps no one thing in his whole life gave him more genuine gratification than the fact that he lived to see the Pope Mfg. Co., which, through no fault of his, had met with reverses, rehabilitated, placed on a sound footing and paying its obligations one hundred cents on the dollar, with accrued interest.

While much of Col. Pope's personal fortune was carried away in the wreck of the American Bicycle Co., he nevertheless retained a considerable estate, which is estimated to amount to at least \$2,000,000. Of his six children, four survive him. His one-time business activities have fallen largely on the shoulders of his eldest son, Albert Linder Pope, now president of the Pope Mfg. Co. The others are Harold L., Ralph L. and Mrs. Freeman L. Hinckley.

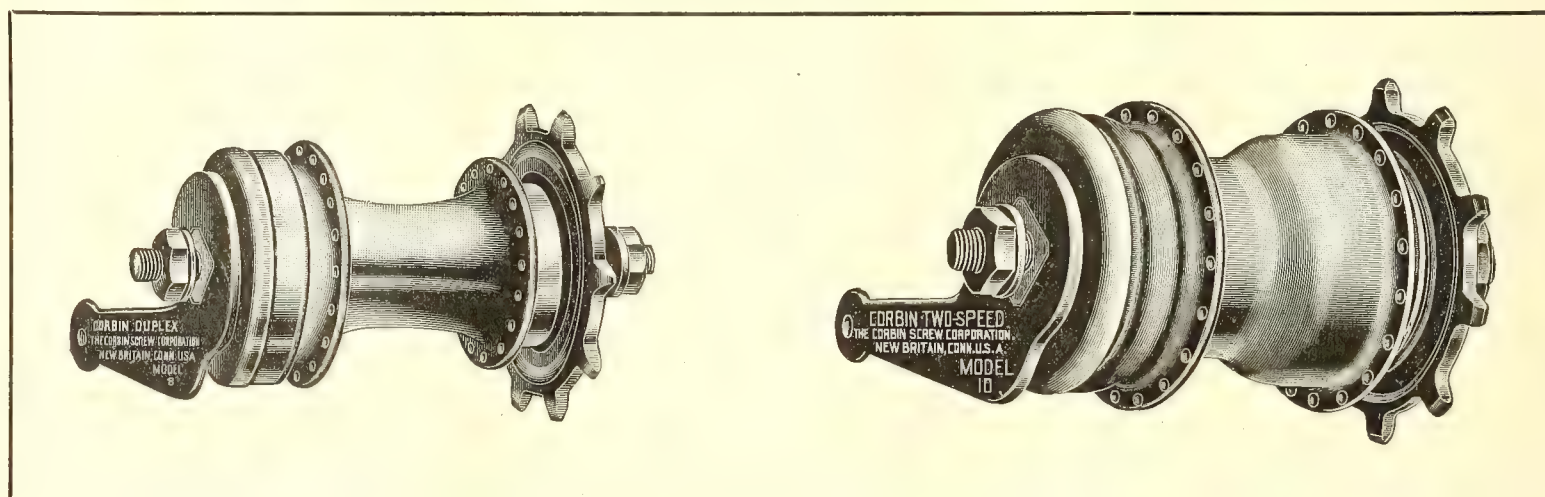
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"Enclosed find \$2 for renewal of my subscription for the Bicycling World. I don't want to miss a single number; it is the sort of paper I want."—George Ross, New Brunswick, N. J.

Lessons of the Endurance Contest.

If the endurance contest of the Federation of American Motorcyclists proved anything in particular, it demonstrated anew that if the motor bicycle is to become practical for all sorts of men on all sorts of roads, the two-speed gear is a necessity.

The short, rough, twisting and unimproved hills which were encountered by the contestants, repeatedly brought up sharply even many of the seasoned endurance and experts and forced them to dismount and push, pant and perspire to the point of utter exhaustion. They could not ride slowly enough to pick their course, and once dismounted, remounting was impossible. Highways too rough or too soft to permit of rushing the grades, turns so sharp as to prevent the riders seeing ahead for any distance and thus increasing the peril of high speeds, sudden meetings with traffic proceeding in the opposite direction forcing the reduction of speed to a minimum with the unhappy alternative of dismounting and walking, emphasized in the

case of the majority of the contestants that the two-speed gear, which used to be considered merely desirable, now has become an essential. While the enthusiasm and personal interest that inspire contenders in such contests cause them to suffer and endure all manner of discomfort and exhaustion, it is too much to expect that the average man long will remain content to do so.

This truth was further emphasized by the scarcity of breakdowns. Never before was there a run of such magnitude or of importance in any way comparable with this, in which there were so few mechanical difficulties, in which the machines so well demonstrated the worth of the improvements which have been made upon them within the past two or three years. In fact few serious mechanical troubles occurred, while the total number of perfect scores in proportion to the whole number of starters, speaks volumes for the enduring qualities of the present day machines.

Another point which is noteworthy is that despite the magnitude of the contest, there was surprisingly little tire trouble. The record for scarcity of roadside difficulties thus is further extended by what is undoubtedly an unprecedented freedom from tire difficulties and the delays incident thereto.

Perhaps of greater importance, however, is the fact that this was the first big trying test of the magneto. That the essentially modern method of ignition so completely vindicated itself under the most difficult of conditions—conditions far worse than any which might be expected of the privately owned machine under average conditions of road service—should go a long way toward satisfying any hesitancy which may remain in the minds of those who have not yet gained the confidence of experience in its use.

In brief, the Cleveland-Indianapolis contest demonstrated convincingly that the average rider ought to have no difficulty in reeling off mile after mile of normal road without the least difficulty, and if he is possessed of a two-speed gear, with the maximum of pleasure.

To Make Club Life Interesting.

Bicycle clubs long have been exposed to the danger of inaction through one or the other of two possible errors in management. One is the mistake of filling the calendar with too many long runs embodying schedules which are faster than the majority of

the members can enjoy without undue fatigue. The other is the mistake of emphasizing too strongly the social side of the club, leaving the real communion of bicycling interest, which it is supposed to foster, too much in the background. In either case, the real essence of the successful bicycle club is merged in something else, which is entirely foreign to its nominal intent. As a rule too little attention has been paid to events of that general nature, in which the skill of the rider is displayed to its full extent, but in other ways than the routine and natural one of pedaling ahead over a given road.

There is no reason why the coasting contest or its reverse, the hill-climb, should be neglected, and it is a matter of experience that both of them are of the sort that provide both amusement and the stiffest kind of competition for the contestants. But for the well-organized club, even better promise is held in a regularly constituted field day, which is filled with bicycle events of one sort or another.

Gymkhana programs may be filled with anything from bicycle polo, balancing contests and tilting matches to backward and other "stunt" races. There is practically no limit to the number of different sorts of diversions which may be arranged in this way, and almost endless variety in the manner of their application. Thus, where the number of competitors is relatively small, interest may be added to the various events if scoring by points is resorted to, and the rating of the various contests so arranged that the actual winner may not be disclosed until after the last event on the program.

Where it is possible to bring together two or more clubs, there is still better opportunity for competition along lines which are sufficiently out of the ordinary to lend an atmosphere of novelty to the meeting. Hare and hound races, or their equivalents in more or less modified form, war games, in which various manoeuvres may be undertaken by one side and opposed by the other wholly on a point basis, and even cross country races, in which the contestants are obliged to follow certain indicated lines, or cover a certain territory regardless of the existence of highways, all may be made to contribute their share to varying the routine of ordinary club runs and road races.

In short, what the average club requires are those forms of activity which vary the monotony and in which all members, and not merely a few hardy ones, may participate.

HELPFUL HINTS

One of the commonest failings of the average rider is to resort to the pipe wrench or pliers to loosen a refractory nut or connection. Such tools only grip by sinking into the metal, and the slightest slip means an abrasion that is always apparent to the keen observer.

When side slipping and rapid wear of the front tires occurs on tri-cars it usually is due to a bent steering rod or knuckles. If this condition is present, even in a comparatively slight degree, the strain and wear brought upon the tires will quickly wear out the treads, inasmuch as the side slip continues with the rotation of the wheels. In case of excessive tread wear, examine the front wheels and find if they are in proper alignment when set for straight ahead running.

It is of small consequence whether a patch of loose and sharp gravel in the road is taken at high or low speed, so far as wear on the tires is concerned, so long as the compression is released during the interval and the machine is permitted to "coast." When the wheels are relieved of the traction strain, nothing more is to be gained by running slowly than by running fast, so long as sufficient steerage way is maintained, and not sufficient speed attained to cause skidding.

When touring in a strange district it often is desirable to know the points of the compass. As a general thing one does not have a compass at hand when it is required. The simplest way to find the points of the compass during the daytime, if the sun is shining, is to take a watch and hold the face of it horizontally. Then take a match or pin and place it perpendicularly over the center of the dial. Turn the dial so as to let the shadow of the pin fall just midway between the hour hand and the twelve. The twelve will be to the north, the six to the south, the three to the east and the nine to the west.

Riders who are above the average in weight should be taught the need of appropriate gearing. The gas engine is at its best when running at the normal speeds provided for by the designer, who, it must be remembered, figures on the weight of the average rider in drawing the specifications for his gearing. If the rider is a heavy man, this fact should be taken into account in fitting him to a mount. Otherwise, excessive wear, overheating troubles, and much pedaling are apt to be his lot. Just as in the case of the bicycle, the best results are to be obtained when the machine is a good fit for its rider in every respect.

It takes quite a little while for the average rider to learn how to keep the reed of a common horn in proper working order. At the first sign of a squeak, he is pretty

apt to go off on an experimental debauch with the reed, bending the tongue this way and that, and nine times out of ten, ending up by throwing it away and buying a new one. Generally speaking, all that is needed is to clean the dust out of that member by slipping a bit of thin pasteboard, such as a visiting card, between it and the base of the reed, thereby removing the particles of dust which clog its action. Unless the thing has been tampered with before, all that is necessary is to remove any accumulations of dust and water.

Unless an acetylene generator is kept considerable trouble. If the carbide holder is air and gas tight it does not matter how long the charge remains therein, provided it is not used. But if the lamp has been used on at least two occasions, and few light more than twice on one charge, the generator should be cleaned out. Unless this is done the dust will clog the gas outlet and perhaps the water valve as well, and, worst of all, the carbide residue will eat through the brass of the container. On dismantling the generator turn the residue into an old sieve, so saving the unused carbide, and having gently knocked away from the container all the residue possible, plunge the detachable parts of the generator, including the container, into a bucket of water. They may be left for half an hour, when, if attacked with a stiff brush, the deposit may easily be removed.

Like many another good thing, first coming as a blessing, goggles may, in the end, become just the reverse of beneficial, unless some thought is given to their selection. Many cheap goggles have lenses that are not perfectly neutral, as they should be unless especially ground to take the place of the glasses usually worn by the rider. The effect of the cheap glass with irregularities in its surfaces or thicknesses is to strain the eyes as badly as if they were affected with severe astigmatism. A simple test for goggle lenses is to hold them away from the eye and move them in circles while looking through them. If the objects then seen through the lenses seem to move too, it is a nevidence that the glasses are not neutral and they should be cast aside. The best eye protection is in the selection of goggles of known reputation, in which only guaranteed neutral optical glass is used.

Little boys, who, besides enjoying their bicycles, take delight in puffing a surreptitious cigarette, doubtless will hail with delight the announcement of a recent British invention for the location of tire punctures in which the smoke from the little "paper pipes" plays the leading part. The device consists of nothing more or less complex than a mechanical cigarette smoker, which embodies a holder for the cigarette, a specially constructed pump, and a nozzle for attaching the affair to a deflated tire. When the plunger of the pump is drawn back, the mechanical "fiend" in-

COMING EVENTS

August 14, St. Louis, Mo.—St. Louis Cycling Club's annual 20 miles Forest Park handicap road race; open.

August 21, Wildwood, N. J.—Philadelphia Motorcycle Trades' Association's race meet; open.

August 29, Brooklyn, N. Y.—Century Road Club Association's annual veteran's century run to Sayville and return; open.

August 29, Valley Stream, N. Y.—Empire City Wheelmen's 15 miles first unpaced road race; open.

August 29, Brooklyn, N. Y.—Century Road Club Association's annual veterans' reunion and century run; open.

September 2, Detroit, Mich.—Detroit Motorcycle Club's race meet on State Fair Grounds track; open.

September 10, Lowell, Mass.—Motorcycle road races in connection with the Lowell automobile carnival; open.

September 12, New York City.—Century Road Club of America's pleasure trip to Rye Beach and return; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of \$1 per inch.]

The Greatest Event of the Year CENTURY ROAD CLUB OF AMERICA

50 Miles Pleasure Trip to Rye Beach,
N. Y. and Return,

SUNDAY, SEPT. 12, 1909,

Starting and finishing at Columbus Circle,
New York City.

SPECIAL FEATURES—1, Silver loving cup to club with largest number of starters; 2, Silver loving cup to club making best uniform appearance; 3, Silver loving cup to "out of town" club with largest number of starters; 4, A special division for ladies; 5, Three divisions for gentlemen; 6, 25 silk sashes for pacemakers, couriers, etc.; 7, 3 miles handicap road race, N. C. A. sanction; 8, A $\frac{1}{8}$ mile slow race; 9, Coasting contest; 10, A handsome fold enameled souvenir pin to participants; 11, New York Evening Journal Rye to N. Y. Marathon course; 12, ENTRY FEE, FIFTY CENTS.

Entry blanks can be obtained from GEO. HAUSENBAUER, 940 Atlantic Ave. Brooklyn, N. Y.

hales a big whiff, which on the out-stroke of the plunger is injected into the tire. As the tube gradually becomes filled with smoke, a little stream of it issues from the puncture, thus indicating as plainly as can be just where it is located. The necessity of carrying a packet of "sweets" or some other favorite brand, whenever about to take a long ride, however, probably is the feature of the system which will make the strongest appeal upon the small boy of the class mentioned.

37 Perfect Scores in F. A. M. Endurance Contest

Of the Record-breaking Number of 96 Starters, 67 Survive the Two Days' Run from Cleveland to Indianapolis—Crooked Roads and Mean Hills Prove Trying and Cause Much Footwork

—Farmer Folk and Townspeople Turn out in Force and Make the Occasion a Holiday—Contest Replete with Incidents.

INDIANAPOLIS, Aug. 12.

Western air certainly agreed with the eighth national endurance contest, which terminated here last evening and which, of course, was conducted by the Federation of American Motorcyclists. While the entry list closed with 88 nominations, later entries swelled the total to 103, of whom 96 actually started from Cleveland Tuesday morning, the 10th. Of the 96, 67 reached here in various stages of dishevelment, most of them so covered with dust that their own mothers would have had difficulty in recognizing them. Of the 67 survivors, 37 had perfect scores, and of the 37, 9 were private owners and 28 were amateurs identified with the trade. In all there were 29 private owners who started, 11 of whom rode single cylinder machines. These figures all establish new records in the history of the contest. Previously, 65 entries and 61 starters denoted the highwater mark.

It was the first of the national contests to be held in this part of the country and not only did the length of the entry list prove the extent of the interest the event has aroused, but the numbers in which the countryfolk and the residents of the little big cities and towns on the route turned out to "see the motorsickels go by" indicated that their interest also had been scratched more than skin-deep. Every farmer and his family appeared to have struck work and declared a holiday and to have invited Uncle Seth and Aunt Sue and their broods to come from the backwoods to witness the unusual sight; all were gathered on their porches or in their front yards and though the luckless wight who encountered trouble that required him to stop may have cursed the cause of misfortune, that his efforts to effect a repair were in the nature of a real treat to the countryfolk who quickly gathered and stood open-mouthed, is undoubted. The endurance contest was as good as any two-ring circus that ever visited these parts; and the best part of it was that it did not cost a gosh-darned sent to see it.

The scenes at the starting point were not unlike those attendant on previous contests, but the preliminaries were somewhat different. When the competitors reported at the official garage in Cleveland, their machines were taken from them and stored under lock and key in a large room up-

stairs. Such an array of machines made an imposing sight, but the arrangement caused trouble and a lot of unnecessary work. For when it was desired to number and seal or mark the several vital parts of the machines, it was necessary to remove each of the latter from the huge stack and then replace them, where they remained until the next morning. The task was no child's play, and Chairman Hamilton, to whom it was new, and who was not blessed with a large corps of assistants,



STARTER COLLISTER TALKS TO CHAIRMAN HAMILTON

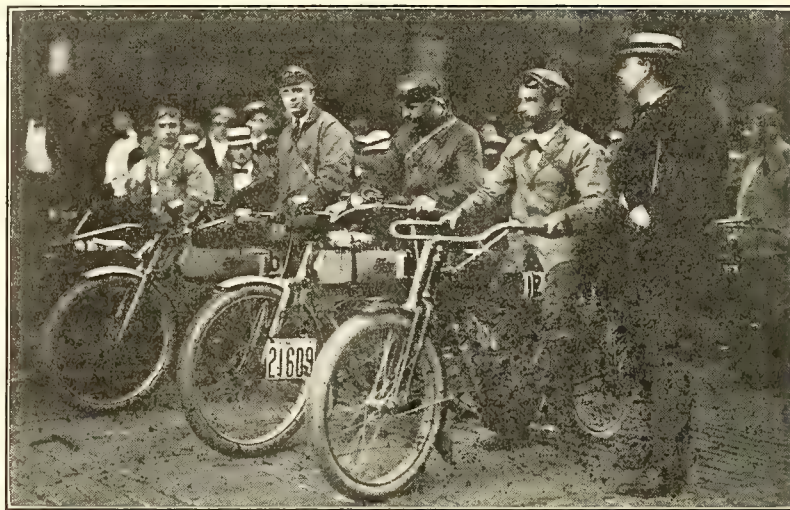
had his hands more than full. E. L. Ovington, president of the F. A. M., helped him as best he might, but they were sorely tried until H. J. Wehman, secretary of the F. A. M., happened on the scene. Although he had served as chairman of five of the previous national contests, Wehman was omitted from this year's committee. But when Ovington saw him he threw his arm around Wehman and sought his experienced assistance. The entente cordiale between the two men has been sorely strained during recent months and Ovington's sudden display of amiability was rewarded by a frigid reply. But when Hamilton asked Wehman to lend a hand, Wehman, always a willing worker, promptly pulled off his coat and sailed in. His experience soon lightened the load and quickened things generally, but after sealing and marking a number of machines, the sealing process was abandoned.

While several of them have figured in western events and were known to be

hardy road riders, comparatively few of the men who started in the contest previously had participated in a national affair. S. J. Chubbuck, of Toledo, whose intimates persist in calling him "Pa" Chubbuck, although he does not look the part, and J. F. McLaughlin, of New York, who made their debut on the occasion of the never-to-be-forgotten contest from New York to Cambridge, Md., in 1904, and who have been "regulars" ever since, were the most seasoned men in the run and they acquitted themselves with credit. "Old Warhorse" Swenson, of Providence, R. I., who came to the surface in 1905, was another who couldn't stay away. He scorched to Cleveland in record time and was, as always, a picturesque figure. He still was possessed of the desire to keep out of the dust and reach all controls first, and this time it came near to being his undoing. He overshot the mark and only official benevolence, which reversed his disqualification, enabled the Providence man to figure as a survivor. A. D. Cook, of Rochester, N. Y., the diamond medal man of 1907, again obtained a perfect score—the third in as many starts—and Walter Davidson, of Milwaukee, the diamond medalist of last year, likewise and again finished without a blemish on his record. There were no diamond medals, or chief award this year. Dr. J. P. Thornley, of New York, chairman of the F. A. M. competition committee, also started, and for the fourth time. He made a post entry, as usual, and for the first time he finished. He was so late that he does not officially figure as a survivor, and not even a bronze medal will be his portion, but he finished anyway, and was so happy that his smile fairly cracked the dust that hid his visage. One of Thornley's fellow contestants was Guy M. Greene, once of Waltham, Mass., but now of Chicago. Greene was not only declared to be a professional by the F. A. M. several years ago, but as he repeatedly flouted its rules and figuratively placed his fingers to his nose and bid the F. A. M. to go to the hot place, he was permanently suspended. Despite the fact that he was protested, and despite Greene's record, Thornley not only permitted Greene to ride under protest, but competed against him. It was a remarkable situation, the like of which is not often witnessed. Of the starters who had done battle in at least one prev-



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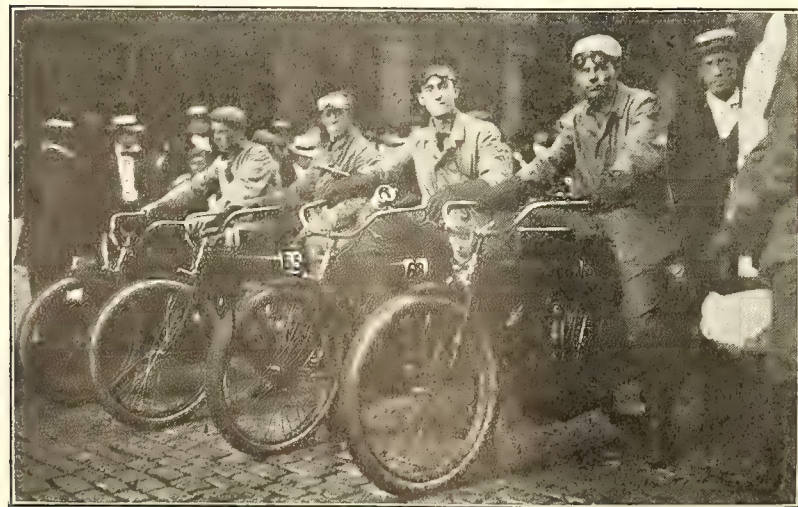
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MORSE TURPIN LE FEVRE

ious contest, there were Schmidt, of Sharpsburg, Pa.; Geiger, of Braddock, Pa.; Turner and Van Sickle, of Chicago; Sporleder, of Wawatosa, Wis.; Smith, of Newark, N. J.; Bewley, of Reading, Pa.; Porter, of La Salle, Ill., and Hughes, of Kentucky.

The start was made without special incident unless the activity and orders issued by a young man who for some reason styles himself the F. A. M. press agent, may be called an incident. He was not an official of the contest, but was disguised in

behaved so well and in which punctures and other ills were so few.

Before the competitors had fairly left the Hollenden behind, their early morning breakfasts were well shaken down. The route out of Cleveland led through the produce district of the city and not only was the district congested with market wagons, but the pavement was in such disreputable repair that the rocky road to Dublin must have been a boulevard by comparison. Artful dodging between wagons while bouncing out of the saddle was the

their misery and finally effected repairs and went on after long delay. Lock (Emblem) was the first man to be stopped by a broken exhaust valve, and Wadsworth (N. S. U.), claimed the first puncture. He sustained another shortly afterwards, and also had trouble with a spark plug. His spinal column also weakened and he "chucked it" at Coshocton, while late but going well. While Wadsworth was frittering away time near that town, Alderman, who had suffered far more serious trouble, darted past, his torn trousers testifying that he had a hard toss and also demonstrating that all men are not cast in the same mould.

About 12 miles from Cleveland, the first contestant who was walking for pleasure was overtaken. He was Kiefler, of Buffalo, with a long stroke 5 horsepower single cylinder of his own design. He had unslung the belt and perspiration was dripping from his every pore, but he declared that there was nothing the matter with him. Later, he was also found pushing and perspiring up an easy grade; still later he was seen



STOPPING FOR THE FUN OF THE THING

motorcycle attire and gave orders in a loud voice until he encountered Walter Davidson, who let fall an emphatic remark that caused the press agent to wilt. The competitors, nearly all of them attired in khaki, and looking exceedingly military-like, were dispatched in groups of four, by George Collister, once a prominent figure in L. A. W. affairs, who acted as starter. The first group left the front of Hollenden Hotel, Cleveland, at exactly 6 o'clock, and the others, in the order of their numbering, followed at one minute intervals. Before the first man departed, the official car, carrying Chairman Hamilton and President Ovington, the latter wearing a badge bearing his title, had started, and before the last man had turned his back on Cleveland, the three tire cars, the G & J, in charge of G. W. Stephens; the Kokomo, in charge of D. L. Spraker, and the M. & W., in charge of John Tower, were in full cry, so to speak. They saved more than one score before the day was far gone. Spraker might have saved more of them, but a broken spring on his car put it down and out before 100 miles had been covered, and while ten miles from nowhere; the accident left him well nigh heart broken. The tire men did not distinguish between friend and foe. They helped all alike and "gave a hand" more than once when mechanism and not tires was at fault. As a matter of fact there never was a contest in which tires



EIGHT LITTLE GODS OF THUNDER—THE THOR BUNCH AT CLEVELAND

rule. Once clear of the city streets, a form of road, new to men from the East, was encountered—a road paved with brick for half its width. Where it was good it was very, very good; where it was bad it was horrid, and the broken and dust-deep and unpaved portion was preferable. The road extended for miles. Two miles of the paving was torn up and in course of repair, and on this vile stretch the first troubles began. The first men to come to grief were Alderman (Thor), and Peters (Torpedo). The dust was blinding, and in the midst of a great cloud of it, Alderman ran into a deep hole and broke seven spokes in his rear wheel, and near the same spot Peters was run into and knocked down by another rider. He suffered a broken saddle. Each kept the other company in

riding up a stiffer one and with a face wreathed in content instead of in perspiration. Walking had lost its charm and he had found his Billikin.

Leroy Cook, (M-M), one of the few New Yorkers in the contest, also stopped for the fun of the thing, and while the going was good. He had left his riding mates toiling on the torn-up road, and when encountered was standing with his machine jacked up on its stand.

"What's the trouble?" he was asked.

"Nothing—nothing at all," he responded. "I'm waiting for the boys. Did you meet them?"

Then absent mindedly he fingered a monkey wrench which he had kept out of sight and when the fact was remarked, he joined in the smile which followed.

Summary F. A. M. 1909 Endurance Contest—Cleveland to Indianapolis

PERFECT SCORES:

CLASS 1-A—Private Owners, Single Cylinder Machines—R. E. Underhill, Harley-Davidson; L. Wiperman, Excelsior.

CLASS 2-A—Private Owners, Multi-cylinder Machines—R. W. Du Sell and A. H. Crocker, Thor; Ralph D. Sporleder and A. G. Chapple, Indian; Don Klark, N. S. U.; Charles A. Kent and J. A. Turner, Merkel.

CLASS 1-B—Amateurs Engaged in the Trade, Single Cylinder Machines—Walter Davidson, Frank Ollerman and S. Lacy Crolius, Harley-Davidson; John McCarver, A. G. Lyon and Joseph De Salvo, Excelsior; J. G. De Gruchy, Wm. Staudt, Glen Crandall and Wm. Bewley, R-S; C. S. Hinckley and G. W. Lyon, Indian; J. C. Turpin, New Era; S. J. Chubbuck, Yale; Guy M. Green, M-M; George A. Heil, Emblem.

CLASS 2-B—Amateurs Engaged in the Trade, Multi-cylinder Machines—B. A. Swenson, F. E. Wilkinson, P. B. Whitney, L. J. Mueller, E. M. Hughes, A. G. Schmidt and Charles Spencer, Indian; W. P. White and W. R. Kellam, Merkel; A. D. Cook, Curtiss; A. H. Peters, Torpedo; F. L. Hunt, Pierce.

Score in Points	Name.	Mount.	H. P.	Tires	Brake.	Transmission.	Ignition.	Coshocton, 95.3 Miles.	Columbus, 173.7 Miles.	Richmond, 297.7 Miles.	Indianapolis, 362 Miles.	Hill Clim. b.	Road.	Penalization in points.	Total.
1,000	John McCarver, Indianapolis, Ind...	Excelsior	3 1/2	Kokomo	Thor	Belt	Pfanzstiehl	0	0	0	0	0	0	0	0
1,000	A. G. Lyon, Chicago, Ill...	Excelsior	3 1/2	M. & W.	Thor	Belt	Pittsfield	0	0	0	0	0	0	0	0
1,000	Joseph De Salvo, Chicago, Ill...	Excelsior	3 1/2	M. & W.	Thor	Belt	Pittsfield	0	0	0	0	0	0	0	0
1,000	F. E. Wilkinson, Providence, R. I...	Indian	5	G & J	Corbin band	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	B. A. Swenson, Providence, R. I...	Indian	5	G & J	Corbin band	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	P. B. Whitney, Springfield, Mass...	Indian	5	G & J	Corbin band	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	L. J. Mueller, Cleveland, O...	Indian	5	G & J	Corbin band	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	R. W. Du Sell, Aurora, Ill...	Thor	6	M. & W.	Thor	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	J. G. De Gruchy, Columbus, O...	R-S	3 1/2	Goodrich	Thor	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	W. P. White, Pottstown, Pa...	Merkel	6	G & J	Band	Belt	Bosch	0	0	0	0	0	0	0	0
1,000	Chas. A. Kent, Erie, Pa...	Merkel	6	G & J	Band	Belt	Bosch	0	0	0	0	0	0	0	0
1,000	J. A. Turner, Chicago, Ill...	Merkel	6	G & J	Band	Belt	Bosch	0	0	0	0	0	0	0	0
1,000	W. R. Kellam, Erie, Pa...	Merkel	6	G & J	Band	Belt	Bosch	0	0	0	0	0	0	0	0
1,000	A. D. Cook, Rochester, N. Y...	Curtiss	7	G & J	Eclipse	Belt	Autocoil	0	0	0	0	0	0	0	0
1,000	A. H. Peters, Buffalo, N. Y...	Torpedo	6	G & J	Thor	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	Geo. A. Heil, Angola, N. Y...	Emblem	4	G & J	Eclipse	Belt	Connecticut	0	0	0	0	0	0	0	0
1,000	R. E. Underhill, Chicago, Ill...	Hailey-Davidson	4	G & J	Thor	Belt	Herz	0	0	0	0	0	0	0	0
1,000	S. Lacy Crolius, Milwaukee, Wis...	Hailey-Davidson	4	G & J	Thor	Belt	Thorbesen coil	0	0	0	0	0	0	0	0
1,000	Frank Ollerman, Milwaukee, Wis...	Hailey-Davidson	4	G & J	Thor	Belt	Thorbesen coil	0	0	0	0	0	0	0	0
1,000	Walter Davidson, Milwaukee, Wis...	Hailey-Davidson	4	G & J	Thor	Belt	Thorbesen coil	0	0	0	0	0	0	0	0
1,000	E. M. Hughes, Louisville, Ky...	Indian	5	G & J	Corbin band	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	A. G. Schmidt, Sharpsburg, Pa...	Indian	5	G & J	Corbin band	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	A. G. Chapple, New York City...	Indian	5	M. & W.	Corbin band	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	L. Wiperman, Buffalo, N. Y...	Excelsior	3 1/2	G & J	Thor	Belt	Pittsfield	0	0	0	0	0	0	0	0
1,000	S. J. Chubbuck, Toledo, O...	Yale	3 1/2	G & J	Eclipse	Belt	Dow	0	0	0	0	0	0	0	0
1,000	J. C. Turpin, Dayton, O...	New Era	3 1/2	Goodrich	Band	Chain	Splitdorf	0	0	0	0	0	0	0	0
1,000	G. W. Lyon, Chicago, Ill...	Indian	3 1/2	G & J	Corbin band	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	C. S. Hinckley, Aurora, Ill...	Indian	3 1/2	G & J	Corbin band	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	F. L. Hunt, Rochester, N. Y...	Pierce	6	G & J	Band	Shaft	Bosch	0	0	0	0	0	0	0	0
1,000	A. H. Crocker, Chicago, Ill...	Thor	6	G & J	Thor	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	Wm. Staudt, Chicago, Ill...	R-S	3 1/2	Goodrich	Thor	Belt	Pittsfield	0	0	0	0	0	0	0	0
1,000	Don Klark, Detroit, Mich...	N. S. U.	6	M. & W.	Band	Belt	Bosch	0	0	0	0	0	0	0	0
1,000	Charles Spencer, Springfield, Mass...	Indian	5	G & J	Corbin band	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	Glen Crandall, Akron, O...	R-S	3 1/2	Empire	Thor	Chain	Pittsfield	0	0	0	0	0	0	0	0
1,000	Ralph D. Sporleder, Wauwatosa, Wis...	Indian	5	G & J	Corbin band	Chain	Bosch	0	0	0	0	0	0	0	0
1,000	Wm. Bewley, Reading, Pa...	R-S	3 1/2	M. & W.	Thor	Chain	Pittsfield	0	0	0	0	0	0	0	0
1,000	Guy M. Greene, Chicago, Ill...	M-M	3 1/2	M & W.	Thor	Belt	Bosch	0	0	0	0	0	0	0	0
997	H. B. Lyons, New York City...	N. S. U.	4	{ Shamrock M. & W.	Band	Belt	Eisemann	0	0	3	0	0	3	3	3
997	Howard H. Ganson, Buffalo, N. Y...	Indian	5	G & J	Corbin coaster	Chain	Bosch	0	3	0	0	0	3	3	3
990	Wm. J. Teubner, Pottstown, Pa...	Merkel	3 1/2	G & J	Band	Belt	Bosch	0	0	0	0	10	0	0	10

990	W. W. Ingram, Rutland, Ill.	3 1/2	G & J	Eclipse	Belt	Dow	0	0	0	10	0	10
990	V. H. Moss, Rome, Ga.	3 1/2	G & J	Thor	Chain	Pittsfield	0	0	0	10	0	10
990	R. J. Buxey, Louisville, Ky.	3 1/2	Empire	Thor	Belt	Pittsfield	0	0	0	10	0	10
986	J. C. Glass, Angola, N. Y.	4	Empire	Eclipse	Belt	Connecticut	0	0	0	14	0	14
986	C. K. Ball, Owego, N. Y.	3 1/2	G & J	Eclipse	Belt	Briggs coil	0	0	14	0	14	14
984	Le Roy A. Baker, Hammondsport, Ind.	3 1/2	G & J	Eclipse	Belt	Autocoil	0	0	14	0	14	14
984	C. W. McDonald, Ashland, Ky.	3 1/2	G & J	Corbin band	Chain	Bosch	0	0	16	0	16	16
983	Geo. W. Reinbold, Philadelphia, Pa.	3 1/2	Goodrich	Eclipse	Belt	Dow	0	17	0	0	17	17
982	Frank Walling, Owego, N. Y.	3 1/2	Kokomo	Eclipse	Belt	Briggs coil	0	0	0	10	8	18
979	J. F. McLaughlin, New York City	6	Shamrock	Brake-band	Belt	Bosch	0	21	0	0	21	21
975	W. J. Lister, Cleveland, O.	4	G & J	Thor	Belt	Thorbesen coil	0	0	0	25	0	25
975	E. L. Morse, Columbus, O.	3 1/2	Goodrich	Band	Chain	Splitdorf	0	25	0	0	0	25
975	J. S. Tormey, Chicago, Ill.	4	M. & W.	Thor	Chain	Pfanstiehl	0	0	0	25	0	25
975	O. J. Oberwegner, Chicago, Ill.	3 1/2	M. & W.	Thor	Chain	Pfanstiehl	0	0	0	25	0	25
975	Geo. H. Squier, Chicago, Ill.	3 1/2	G & J	Thor	Chain	Pfanstiehl	0	0	0	25	0	25
975	J. A. Schuster, Columbus, O.	3 1/2	G & J	Thor	Belt	Bosch	0	0	0	25	0	25
973	B. V. Chambers, Rome, Ga.	4	G & J	Thor	Belt	Bosch	0	27	0	0	27	27
958	Arthur W. Lees, Cleveland, O.	3 1/2	Empire	Thor	Belt	Thorbesen coil	0	0	0	17	17	42
956	P. J. Kuhn, Louisville, Ky.	3 1/2	Kokomo	Thor	Chain	Pittsfield	0	44	0	0	44	44
952	C. R. Bailey, Binghamton, N. Y.	3 1/2	G & J	Corbin	Belt	Briggs	0	28	0	20	0	48
950	J. G. Rice, Indianapolis, Ind.	4	G & J	Thor	Chain	Pittsfield	0	0	0	40	10	50
949	Sanford Davidson, Owego, N. Y.	3 1/2	G & J	Eclipse	Belt	Briggs coil	0	16	25	10	41	51
943	Chas. D. Foht, Erie, Pa.	6	G & J	Band	Belt	Bosch	0	0	0	7	50	57
936	H. J. Kiefler, Buffalo, N. Y.	5	Goodrich	Band	Belt	Connecticut	0	0	0	64	0	64
910	R. S. Gray, Cleveland, O.	4	Empire	Band	Belt	Eisemann	0	2	0	78	10	80
856	M. E. Gale, Angola, N. Y.	4	M. & W.	Eclipse	Belt	Connecticut	0	0	144	0	144	144
682	Chas. H. Drude, Detroit, Mich.	4	M. & W.	Band	Belt	Eisemann	0	114	22	182	0	318
	R. L. Davis, Louisville, Ky.	4	G & J	Eclipse	Chain	Bosch	0	20	68	Out	88	Out
	A. E. Griffiths, Jersey City, N. J.	3 1/2	M. & W.	Thor	Chain	Pittsfield	0	0	0	Out	10	0
	Ernest Samuelson, Chicago, Ill.	3 1/2	Goodrich	Thor	Chain	Pittsfield	0	0	0	Out	0	0
	Harry Graff, Indianapolis, Ind.	3 1/2	G & J	Thor	Chain	Pittsfield	0	0	0	Out	10	0
	F. U. Paul, Buffalo, N. Y.	6	G & J	Band	Shaft	Bosch	0	0	0	Out	0	0
	H. B. Alderman, Buffalo, N. Y.	6	G & J	Thor	Chain	Pfanstiehl	68	10	0	Out	0	78
	H. H. Rheinhold, Erie, Pa.	6	G & J	Thor	Chain	Bosch	0	0	0	Out	0	0
	B. C. Ogden, Ashland, Ky.	5	G & J	Corbin band	Chain	Bosch	0	0	0	Out	0	0
	H. J. Klebes, Philadelphia, Pa.	3 1/2	M. & W.	Thor	Chain	Pittsfield	0	0	0	Out	0	0
	J. P. Thornley, New York City	5	G & J	Corbin band	Chain	Bosch	0	0	0	Out	0	0
	Le Roy Cook, New York City	3 1/2	M. & W.	Thor	Belt	Bosch	0	0	0	Out	0	0
	Wm. Grepp, Indianapolis, Ind.	5	G & J	Corbin band	Chain	Bosch	0	0	0	Out	0	0
	H. R. Lock, Buffalo, N. Y.	4	G & J	Eclipse	Belt	Connecticut	0	19	0	Out	19	0
	A. B. Porter, La Salle, Ill.	5	M. & W.	Corbin band	Chain	Pittsfield	18	6	Out	24	0	0
	A. R. Oberwegner, Toledo, O.	3 1/2	Kokomo	Eclipse	Belt	Herz	0	0	Out	0	0	0
	E. L. Lefevre, Dayton, O.	3 1/2	G & J	Band	Chain	Splitdorf	0	25	Out	0	25	0
	Geo. C. Smith, Newark, N. J.	3 1/2	G & J	Thor	Chain	Pittsfield	0	0	Out	0	0	0
	Wm. Brewster, Chicago, Ill.	6	M. & W.	Thor	Belt	New York	0	Out	0	0	0	0
	G. W. Sayre, Owego, N. Y.	7	G & J	Eclipse	Belt	Briggs coil	0	Out	0	0	0	0
	A. J. McCollum, Middletown, O.	4	G & J	Musselman	Belt	Pfanstiehl	0	Out	0	0	0	0
	E. L. Hess, Chicago, Ill.	3 1/2	Goodrich	Thor	Chain	Pittsfield	0	Out	0	0	0	0
	Kenyon W. Taylor, Buffalo, N. Y.	6	G & J	Band	Shaft	Bosch	0	Out	0	0	0	0
	Lyle Geiger, Braddock, Pa.	5	G & J	Corbin coaster	Chain	Battery	0	Out	0	0	0	0
	A. H. Davies, Cleveland, O.	4	G & J	Thor	Belt	Thorbesen coil	0	Out	0	0	0	0
	H. J. Lewis, Rochester, N. Y.	3 1/2	G & J	Thor	Belt	Herz	0	Out	0	0	0	0
	Herbert J. D'Errica, Cleveland, O.	5	G & J	Corbin band	Chain	Bosch	0	Out	0	0	0	0
	Gus Wadsworth, Newport, Ky.	6	Shamrock	Band	Belt	Bosch	0	Out	0	0	0	0
	Erwin G. Baker, Indianapolis, Ind.	5	G & J	Corbin band	Chain	Bosch	0	Out	0	0	0	0
	Chas. W. Van Sickle, Chicago, Ill.	5	G & J	Corbin band	Chain	Bosch	0	Out	0	0	0	0

In Class 1-A (private owners, single cylinder) were: Levis, Locke, Gale, Underhill, Davies, Lees, McDonald, Wiperman, H. B. Lyons, Bailey and Leroy Cook.

In Class 2-A (private owners, multi-cylinders) were: Du Sell, Alderman, Kent, Foht, Ganson, Ogden, Turner, Crocker, Grepp, E. G. Baker, Taylor, Chapple, Van Sickle, Klark, Wadsworth, Sporleder, D'Errica and Thornley.

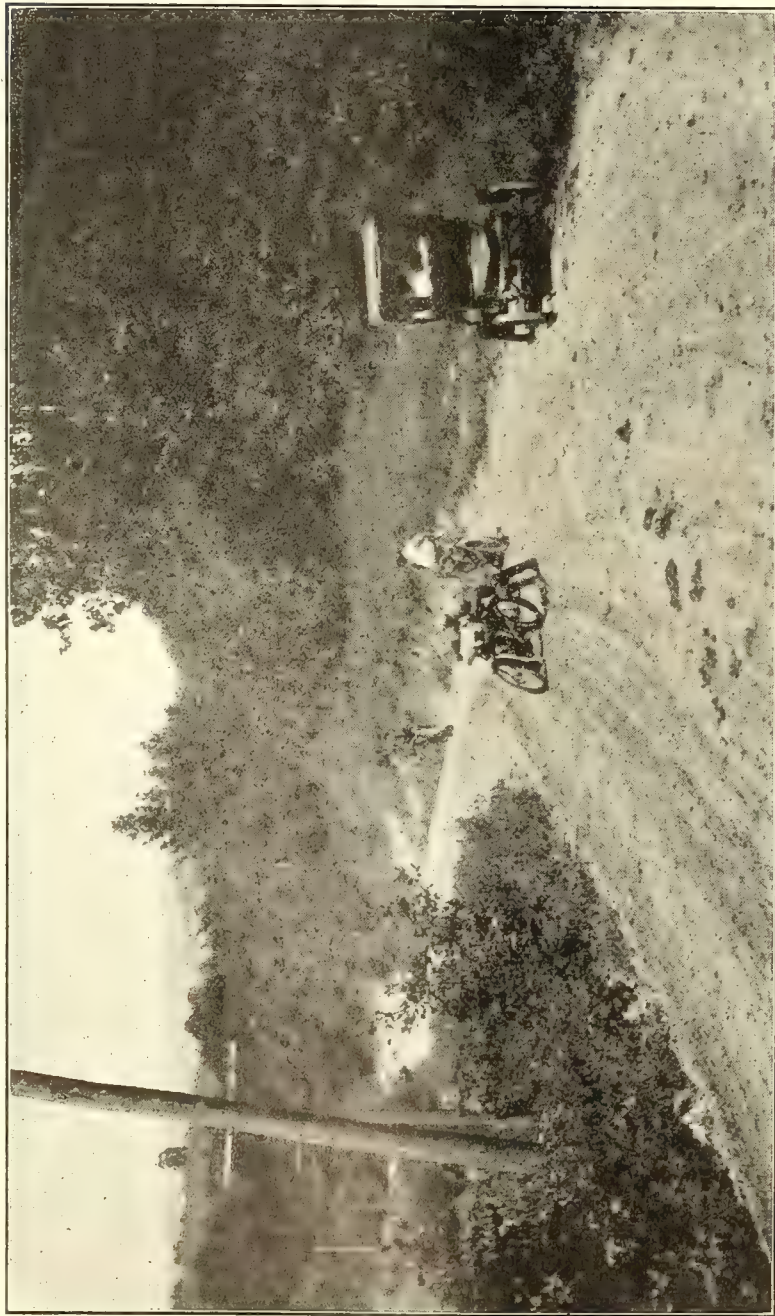
In Class 1-B (trade riders, single cylinder) were: McCarver, Lyon, De Salvo, De Gruchey, Heil, Crolius, Ollerman, W. Davidson, Chubbuck, Turpin, G. W. Lyon, Hinckley, Standt, Crandall, Bewley, Greene, Teubner, Ingram, Moss, Buxey, Glass, Ball, L. A. Baker, Reinbold, Walling, Lister, Morse, Tormey, O. T. Ober-

wegner, Squier, Schuster, Chambers, Kuhn, Rice, S. Davidson, Kiefler, Gray, Drude, R. L. Davis, Griffiths, Samuelson, Graff, Klebes, A. R. Oberwegner, Le Fevre, G. C. Smith, McCollum and Hess.

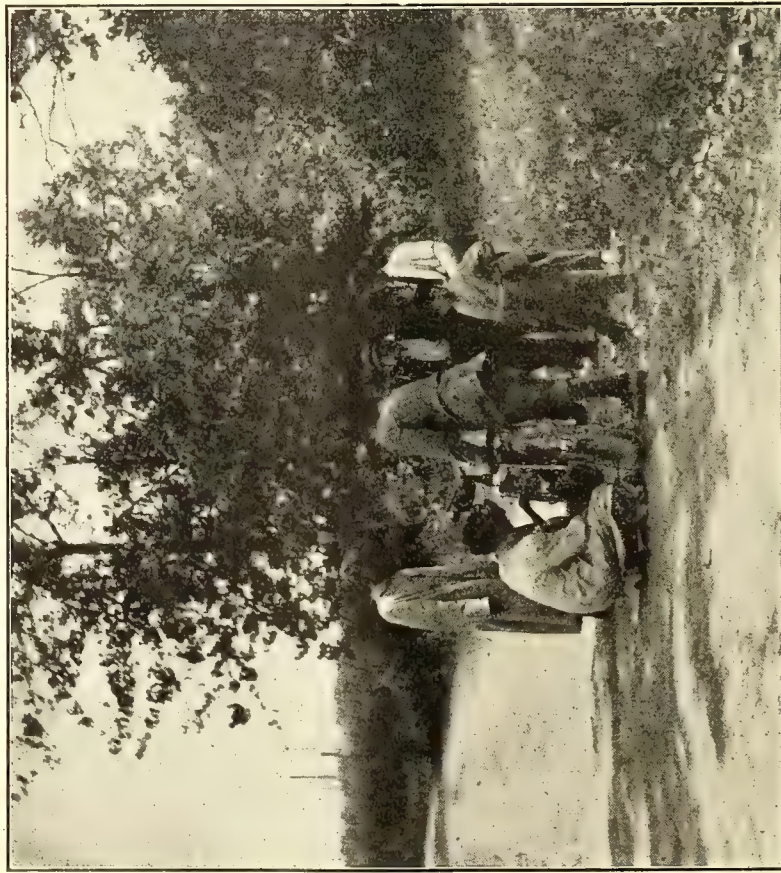
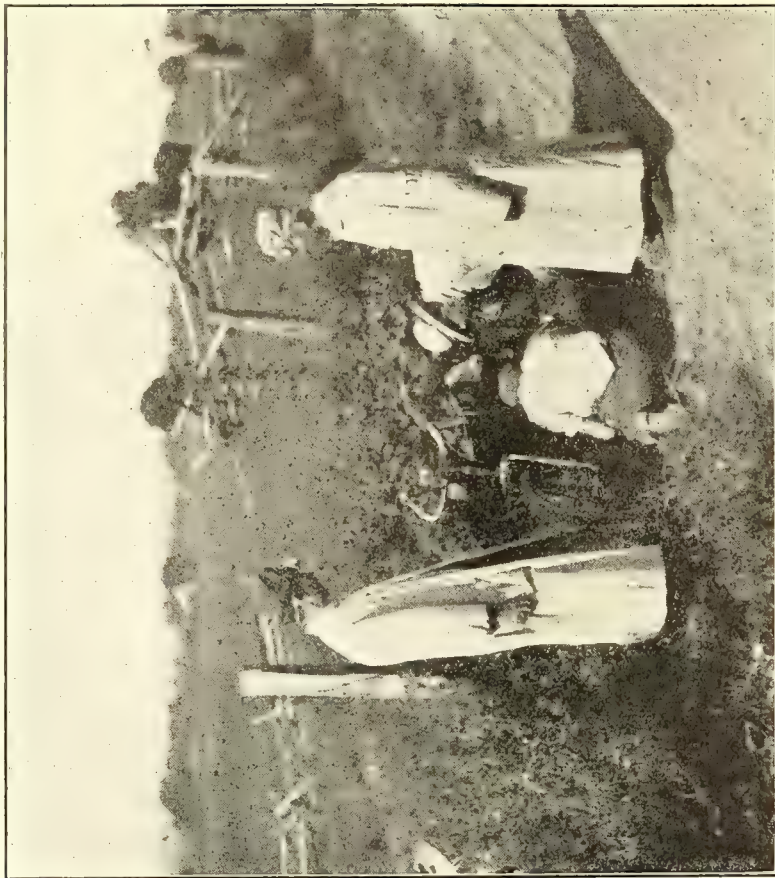
In Class 2-B (trade riders, multi-cylinders) were: Swenson, Wilkinson, Whitney, Rheinhold, White, A. D. Cook, Peters, Hughes, Schmidt, Geiger, Mueller, Porter, Kellam, Paul, F. L. Hunt, McLaughlin, Sayre, Spencer and Brewster.

The awards for perfect scores in each class A and B are gold medals; in each class with a score of 900 or more points, silver medals, and to riders finishing within two hours of schedule each day, bronze medals. So far as is known at the present time 24 riders are entitled to bronze medals.

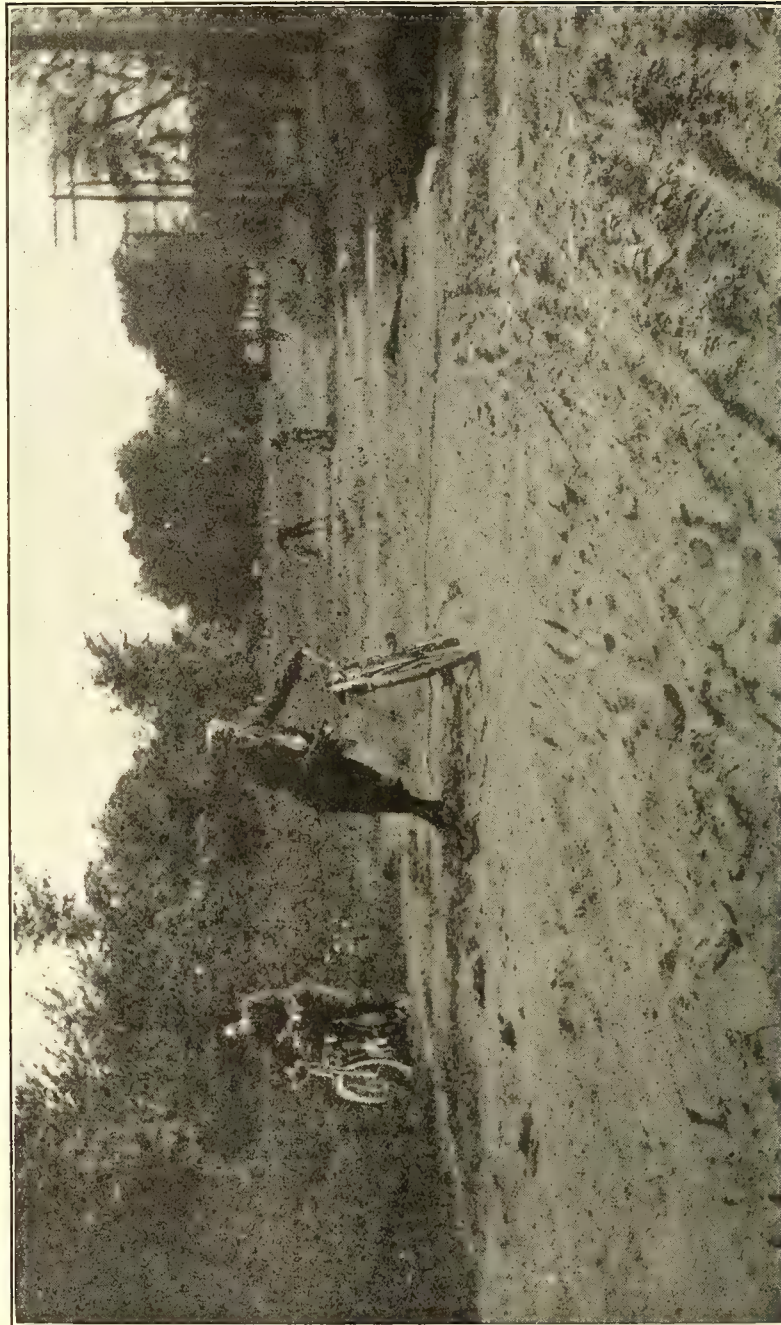
ONE OF THE ROUGH, CROOKED HILLS WHERE MANY RIDERS PUSHED, PANTED AND PERSPIRED, AND SIGHED FOR TWO-SPEED GEARS.



GRAY LOOKING FOR MAGNETO TROUBLE WHEN HIS CARBURETTOR WAS AT FAULT



G & J TIRE MEN HELPING A MECHANICALLY DISTRESSED CONTESTANT



ANOTHER OBJECT LESSON IN FAVOR OF TWO-SPEED GEARS—ONE OF THE STONE STUDDED SAND PATCHES

This sort of loyalty of the man to his machine was met with on a number of occasions. With their machines practically upside down, some of them would deny the existence of trouble of any sort, or sulkily refuse to answer questions.

The roads of that part of Ohio and a part of Indiana embracing the route of the contest are nothing of which to boast. They are ordinary country roads of the ordinary sort; few miles have been improved, and there are few straight stretches; apparently

It is certain that many of the riders pushed, panted and perspired and strenuously. It is as certain that several of them obtained assistance in reaching the top of the hill. A Bicycling World man caught at least two of them in the act. They were of a party of ten that was toiling up the grade, and while their companions pushed and panted these two had obtained the services of as many yokels, and while the latter pushed their machines, their owners walked alongside and panted and perspired. Several of the riders were so utterly exhausted by

er thereafter followed the "bell sheep" so that by the time the rear vanguard reached this particular stretch a hard, firm path had been rolled. It was free from dust, also, which in itself was a blessed relief.

It was before reaching Millersburg that J. F. McLaughlin (N. S. U.) ran into trouble, and of such character that would have put 99 men out of 100 out of the running. The machine that he was riding was a semi-racer, and one that had been in a smashup in a recent race in New York. At the time the rear stays had been slightly cracked in such a manner that it was not noticeable. Under ordinary conditions it would not have given way, but the terrific pounding of the first 70 miles caused the stays to spread. McLaughlin is very much of a carpenter and it did not take him many minutes to figure out that he could brace the frame so it would last. At a farm house he procured a hammer, saw, some nails and strips of wood and went to work. In less than a half hour he had rigged a frame that kept the weight off the weakened structure. His ability as a carpenter "saved his life," so to speak.

If the hill the other side of Medina was a terror, the succession of elevations after leaving Millersburg were not "small potatoes." It was a case of up and down, up and down, and although a majority of the more experienced were able to climb them



AHEAD OF TIME AND WAITING OUT OF SIGHT OF CONTROL

the roads follow the lines of the old Indian trails. They are almost as crooked as a ram's horn, and twist and turn in amazing fashion. The country is rolling and while the hills are numerous, not many of them are long or steep; but more than a few of them are "teasers"—rough and winding, and with turns so short and abrupt that to take them at speed is something of a trick. They are the sort of hills that stall an engine and call for quick kicks at the pedals, which, if not quick enough, means a sudden dismount and a toilsome push to the top. They are the sort of hills that make the two-speed gear almost a necessity for the average man who is not given to rushing hills or who is not adept in trick riding. The three New Eras, with their plow seats and foot boards, were the only machines so equipped, and as their riders had no pedals to kick, that the two-speed gear was their salvation is undoubted. The first of these mean hills intruded itself between Strongville and Medina, and it is a particularly mean one. It is rough and sharply twisting, and a spring had overflowed and formed a trough or mud puddle across it half way up; above the mud and water, the hill takes another twist and ends in what George W. Sherman likened to the Giant's Causeway—a stretch in which huge ledges of stone have cropped above the surface in a fashion that suggests nothing so much as several carloads of grave stones lying face down. According to the best accounts, the contestant who reached the top of this vile excrescence astride his motorcycle was the exception and not the rule.



TYPICAL CROWD THAT GATHERED IN THE TOWNS EN ROUTE

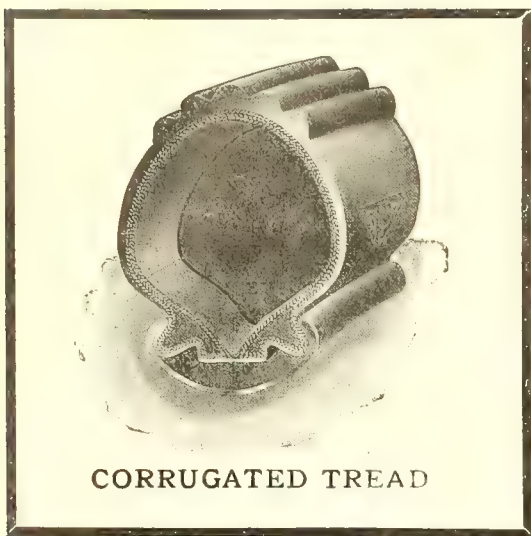
their exertions that it was some time before they were able to mount and proceed.

There were other hills that were bad and that dismounted more than two men to walk, in fact, the 54 miles between Cleveland and Wooster, the first checking station, are not likely to be soon forgotten. The surprise was that so many riders reached Wooster on time, as the schedule called for 15 miles an hour.

From Wooster to Coshocton, the noon control, 95.3 miles from Cleveland, the going was different. It had rained hard the night before and the sand was packed hard. The first riders who went over the road to Millersburg took the center and every rid-

without trouble, there were many who walked. And it is not a great deal of fun pushing a machine up a sandy hill, with a broiling sun to add to the discomfort. One hill in particular was tedious, and probably no person felt it worse than A. J. McCollum (Racycle). Since last year McCollum has taken on considerable flesh, and added to this circumstance the fact that he was not in training, it easily can be seen what the hills did to him. After being dismounted and compelled to walk up one long hill, McCollum was so exhausted that he lay on the ground panting for breath until a well-meaning Samaritan happened along and offered "Mac" his flask.

"Nope," I'm all right," said McCollum,



Another G

F

G & J



OUT of the 103 entrants in the 1909 F. A.

Tires as the safest and most reliable equipment

34 machines was distributed among six differ

There were 37 perfect scores made, 25 of whi

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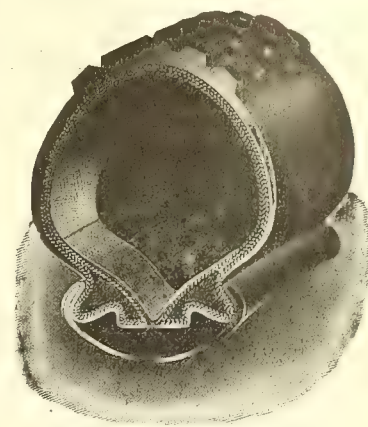
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BAILEY TREAD

Endurance and Reliability Contest, 69 chose G & J for their machines. The tire equipment on the other makes—the nearest competitor having 15 machines. were made on G & J Tires.

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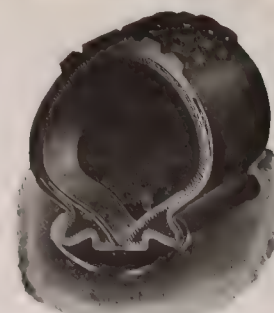
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FOR

G & J TIRES



CORRUGATED TREAD



BAILEY TREAD

OUT of the 103 entrants in the 1909 F. A. M Endurance and Reliability Contest, 69 chose G & J Tires as the safest and most reliable equipment for their machines. The tire equipment on the other 34 machines was distributed among six different makes—the nearest competitor having 15 machines.

There were 37 perfect scores made, 25 of which were made on G & J Tires.

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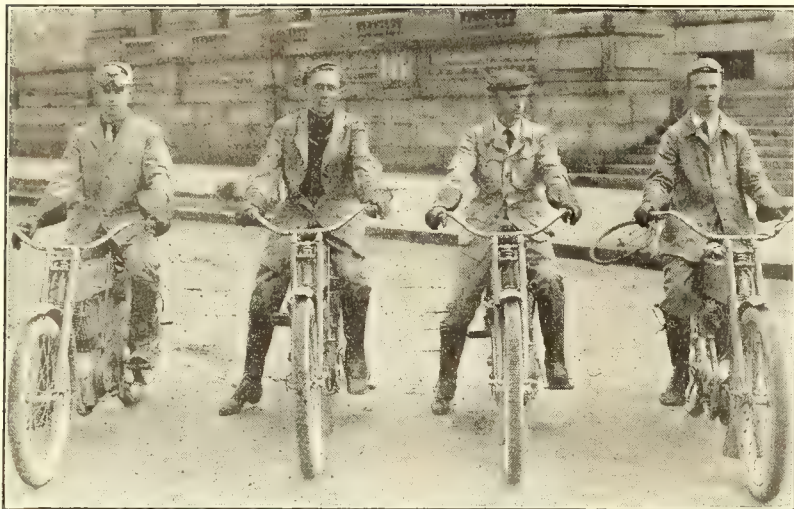
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CROLIUS OLLERMAN W. DAVIDSON UNDERHILL



TAYLOR PAUL HUNT CROCKER

"I haven't touched a drop for 15 years and I reckon I can do without it now. I'll get there, don't worry."

He did not do so, however, for 6 miles after leaving Coshocton one of the tire cars came across McCollum trudging along with his machine. In getting out of a sandy patch he had pulled the rear belt pulley from its fastenings.

Another rider who had trouble in the morning was Kenyon P. Taylor (Pierce). Taylor went down and out near Coshocton with carburettor trouble. Fortunately for him one of the tire cars came along when he was wondering how he could get into Coshocton, and after working for nearly an hour the chauffeur fixed the refractory carburettor and Taylor crawled into the noon control. It was before reaching Coshocton that H. J. Levis (Excelsior), went down and out. His exhaust valve broke, and falling into the cylinder, punctured the piston. E. G. Baker (Indian) did not reach

that several of the riders lost a half hour or more in getting a gallon of fuel. Among those who were held up that time were J. P. Thornley, J. C. Turpin and E. L. Le Fevre.

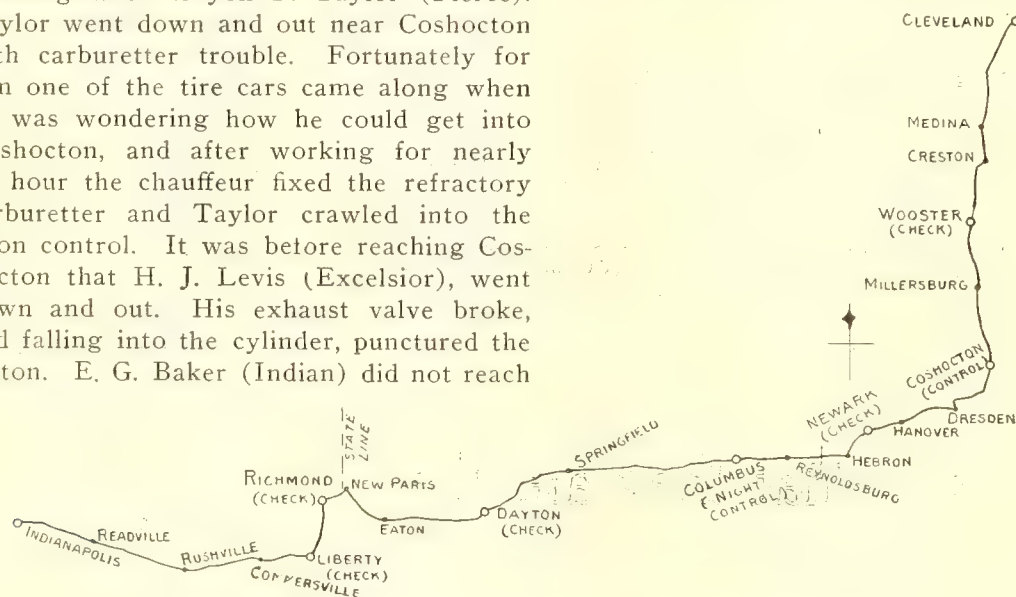
Peter J. Kuhn (R-S), who was the last man to enter and who carried the number "103," was laid up for some time near Frasersburg. He lost the nut holding his crankshaft and was crippled until one could

and shipped his machine back to Cleveland.

Another rider who went up in the mechanical tree, so to speak, was Charles H. Drude (N. S. U.). Drude stopped near Frasersburg and insisted that his magneto had failed, though he was at a loss to explain why, in that case, the engine would explode. The trouble finally was located in the carburettor.

A few miles further Lyle Geiger (Indian), hailed the tire car and asked to be taken to the nearest railroad station. He had stripped his timing gear and left his machine at a farmhouse to be shipped to his Pennsylvania home.

R. L. Davis, of Louisville, Ky. (R-S), punctured his rear tire 15 miles from Columbus. He lost a few minutes and was trying to make it up when he hit a large patch of sand covered with grass. Davis fell heavily with the motorcycle on top of him. He was groggy when picked up, but soon remounted and started toward the night control. He had not gotten a quarter of a mile, however, when both driving chains jumped the sprockets. His left foot had been hurt in the fall, so he quit after leaving Columbus the following day.



MAP OF THE COURSE, CLEVELAND TO INDIANAPOLIS

Coshocton, ignition trouble causing his elimination.

The afternoon's run from Coshocton to Columbus, a distance of 78.4 miles, while it caused several eliminations, was not so exacting as that of the morning, as the roads were sandy, but not so nearly impossible. The route was through Trinway, Frasersburg, Hanover, Newark, Etna and Reynoldsburg, the intermediate checking station being located at Newark.

The most difficulty was experienced at Trinway, a little one-horse town, which, despite its smallness, boasts of a garage. Many of the riders stopped there for gasoline and oil, but as the proprietor of the garage has never catered to the wants of more than three or four motorcyclists, he had not taken the trouble to provide himself with small funnels. The result was

be found to fit. Wm. Brewster (M-M) was with him at the time.

Andrew H. Davies (Harley-Davidson) found to his sorrow that competing in an endurance contest was somewhat different from a club run. Although he had been riding only three months, Davies thought he could go through without any trouble. He got within seven miles of Frasersburg before he gave up. His backbone evidently was lost somewhere along the line of jolts.

When the G & J tire car came along Davies insisted that he had a broken exhaust valve and could not continue. He and the machine were carried along as far as Frasersburg. There it was found that nothing serious was the matter; in fact, only a matter of adjustment. But Davies was "all in" and after riding as far as Newark he considered that he had quite enough

The only two riders who lost points for checking late at Coshocton were A. B. Porter (Indian), 18 points, and Harold Alderman (Thor). It was at Coshocton that Swenson was disqualified and then reinstated. He had taken a roundabout course to dodge the checkers and obtain gasoline and stumbled into the garage where Chairman Hamilton happened to stop. But he put up an argument that saved him.

Besides the riders who were out, 11 contestants lost points for being late at Columbus, the penalizations being as follows:

E. L. Lefevre (New Era), 25 points; E. L. Morse (New Era), 25; R. L. Davis (R-S), 20; C. R. Bailey (Reliance), 28; P. J. Kuhn (R-S), 44; H. B. Alderman (Thor), 10; H. R. Lock (Emblem), 19; R. S. Gray (N. S. U.), 2; A. B. Porter (Indian), 6; G. W. Reinbold (Yale), 17; and C. H. Drude (N. S. U.), 114.

Of this number Morse and Taylor ran into a bridge near Coshocton, the former being considerably cut about the face.

The most ludicrous occurrence of the first day's run was the disqualification and later reinstatement of B. A. Swenson (Indian). According to his usual practice, Swenson started out to burn up the roads as fast as the hills and sand would permit. A Thor man decided to stick with Swenson and the two got so far ahead of the field that they came across the official car. Swenson and the Thor rider dodged into the bushes to escape being caught. Swen-

son showed up at the control more than an hour ahead of time and was disqualified. Then later, after much parleyvousing the officials allowed him to continue with a clean sheet.

Wooster, the first checking station, was wildly enthusiastic. Although boasting of some 9,000 residents the most excitement that occurs there is a band concert every Saturday night, for which a bandstand has



THE BAND STAND THAT FORMED THE CHECKING STATION AT WOOSTER

son showed up at the control more than an hour ahead of time and was disqualified. Then later, after much parleyvousing the officials allowed him to continue with a clean sheet.

The most noteworthy feature of the first day's run was the wildly enthusiastic demonstration accorded en route. It might be described as a triumphant procession, starting at Medina and ending at Columbus. It was apparent that to the people along the route motorcycles are enough of a novelty to be interesting. People along the way made the day a holiday and there was not a farm house the porch of which did not contain almost the entire family, who cheered or nodded their greetings, according to the particular temperament of the individual. Persons driving horses were surprisingly friendly; they turned out to let the riders pass, and did not in the least seem to mind the clouds of dust that were blown in their faces. A large crowd lined the streets of Medina while the entire populations of such places as Seville, Creston, Millersburg, Clarke and Frasersburg waved and shouted greeting. The populations in most cases could be contained in a New York apartment house. It was a remarkable demonstration, however, and one of the utmost friendliness throughout.

An instance of the sort occurred at Seville. Approaching the town is a hill. A little the other side of it one native stood in the middle of the road, carrying a large

bucket of water in one hand and a tin dipper in the other. When questioned he told the Bicycling World man that he "kinder calculated some of the boys would be tired and thirsty." It was a little act of thoughtful kindness that was appreciated.

Insofar as the attitude of the people is concerned the second day's run from Columbus, Ohio, to Indianapolis, Ind., a matter of 188.3 miles, produced an interesting situation. From Columbus to Richmond

not a person waved a hand, or in any other way took any notice that an endurance run was "passing through their midsts," to employ a local phrase. From Richmond to Indianapolis, however, the other condition prevailed. Crowds lined the streets of all the towns and the people cheered every time a contestant went by. The most enthusiasm was evident in Liberty, Brownsville, Springersville, Connorsville, where the hill climbing test occurred; Gwynnesville, Morristown and New Palestine.

There was a bad bridge between Arlington and Gwynnesville, but some man took the trouble to stand there all day and wave an old red shirt as a signal to slow up. One man near Gwynnesville had his entire family of nine children on the lawn and they waved flags; at New Palestine several American flags were stretched across the street.

The route of the second day's run (Wednesday) was from Columbus to Indianapolis, on a schedule of 19 miles an hour, the morning checking station being at Dayton, and the afternoon's at Liberty. The noon control was located at Richmond, Ind., just over the State line from Ohio, and 106 miles from Columbus. Compared with the first day's route, the roads were parlor floors. In one or two places there was sand and there were some hills, but for much of the distance the course was the National pike.

Between Richmond and Liberty the scen-



WHEN JUICY WATERMELON REFRESHED THE WEARY TRAVELERS

ery was beautiful. The road wound around magnificent green hills, topped and studded with trees, while here and there were green fields of tobacco and yellow-topped corn, ten feet in height. Indiana corn has never been better than this year, and it is fully as excellent as the famed Kansas brand. Just before reaching Richmond a watermelon farm, consisting of 150 acres, was found. The owner invited those who had time to stop and to help themselves; not all of them declined the invitation. He explained that he did not sell the fruit, but



HALF-WAY UP THE HILL, AT CONNERSVILLE, WHERE MANY RESORTED TO PEDALING

was willing to let any one eat all he could providing he gave him the seeds, selling which was his business.

The first rider to get into trouble after leaving Columbus was Le Roy Cook (M-M). Cook blew out a rear tube, but was soon fixed up by the Morgan & Wright tire car. He suffered two more punctures during the morning. H. R. Lock (Emblem) had trouble with his carburetor, but did not seem to know what was the matter until a tire car came along and helped him out of his difficulty.

About five miles from Springfield, Ohio, J. F. McLaughlin got a puncture in his rear tire, but was fixed in short order. A mile further on William Grepp (Indian) was found in great perplexity; he had lost the drain cock from the engine base. He seemed at a loss to know what to do until some one suggested that he whittle a plug out of wood.

In Springfield there is an enterprising agent, George Weeks, by name, and he handles the Harley-Davidson and the Thor. In going through this city the course described two confusing turns, or rather, they would have been so but for Weeks's forethought. He made two signs of canvas, mounted upon standards, and upon which were painted arrows. Two boys stood in the street and held these, while the riders went through.

After having some trouble the first day George C. Smith (R-S) went down and out near Medway; engine trouble was the cause of his undoing. H. B. Lyons (N. S. U.) also was detained at this point with a punctured tire. After being fixed he started in to make up time. Crossing a bridge four miles from Dayton he hit a depression and bounded two feet in the air. Fortunately he landed in the saddle. A little later a riderless machine was found in the roadway. It bore the number "101," and it afterwards developed that it belonged to Dr.

Thornley; he had broken his rear wheel and walked into West Alexandria to get the wheel repaired.

One of the quickest tire repairs made during the two days was that to Sanford Davidson's Reliance six miles from Richmond. Davidson got a puncture and had just stopped as the G & J tire car came along. He said he was late, but the crew went to work and in exactly four minutes and two seconds by the watch, the machine was put on the stand, the old tube cut out, a new one substituted, the casing replaced, the tire pumped up, and Davidson ready to start. He got into Richmond 16 minutes late, however, and was debited that many points.

After leaving Richmond, and on a part of the course abounding in hills, Arthur W. Lees (Harley-Davidson) broke his pedaling chain, which left him brakeless. Despite the fact, he took the serious risks involved and but for a blowout near the finish he would have come through with bells on.

Near Glenwood A. G. Schmidt (Indian) ran into a hole and broke his rear axle. He was supposed to be down and out, but made a unique repair with a carriage bolt and to the surprise of everyone who knew of the occurrence, came in on time with a perfect score. L. A. Baker (Marvel) broke the exhaust spring and then the valve, but effected a repair and finished only 14 minutes late. A. R. Oberwegner (Yale), went out the other side of Richmond with a broken engine pulley, and H. H. Reinholz (Thor) did not finish in Indianapolis. Harry Graff (R-S) had a narrow escape from injury on the last leg of the course. He was riding about five feet in front of the G & J car when he attempted to get out of a rut and cross to the other side of the road. There was a sudden cloud of dust and Graff and his machine suddenly hurdled over a shallow ditch and landed against a wire fence. It was fortunate the ditch was soft for the

only damage consisted in disabling the spark control. It was a long time before the trouble could be remedied, and when it was it was too late for Graff to get into Indianapolis within the two hours' time limit; up to that time Graff had a perfect score. The mishap occurred within 25 miles of the finish.

Playing the Samaritan caused A. E. Griffith (R-S) to lose his score, which probably would have been 990 points, he having lost only 10 points at the hill climb. Griffith came along as Graff was down and out and, leaning his own machine against the fence he went to work on Graff's machine. He stayed so long with the Indianapolis man that he lost his chance to qualify and was compelled to ride through the sand into Indianapolis in the dark, no small feat to one unacquainted with the roads.

There were several other time penalizations the second day. C. W. McDonald (Indian) was penalized 16 points for being late at Richmond, while L. Wipperman lost 22 points for the same reason. A. B. Porter (Indian), E. L. Le Fevre (New Era), William Grepp (Indian), and Le Roy Cook (M-M), did not reach the Richmond control, while others who lost points for being late at that point were H. R. Lyons (N. S. U.) 3 points; J. F. McLaughlin (N. S. U.) 21 points; C. K. Ball (Reliance) 14 points; Sanford Davidson (Reliance) 16 points; B. V. Chambers (R-S) 27 points; Charles H. Drude (N. S. U.) and R. L. Davis, who sprained his ankle the first day, 68 points. The pain became so great that Davis quit before the hill climb.

The hill climb at Connorsville, by the way, was harder than many expected. The hill itself was very short and not nearly so steep as hundreds of others that had been met with on the course, but it was a steady up grade, and there was a right angled turn at the start that prevented a fast take-off. It was a big affair in the history



THE HILL CLIMB AT CONNERSVILLE, SHOWING A COMPETITOR NEARING THE TOP AND THE GREAT CROWD ON THE COURSE

of Connorsville and nearly 3,000 people lined both sides of the street. The crowd was so great that the small police force and officials could not keep the people off the road. This condition resulted in one accident, Charles H. Foht (Merkel) running into a woman and throwing her about 6 feet. This caused him to dismount and lose 50 points, as stated below.

With the exception of the time penalties and those attached to breaking the seals, these were the only penalizations inflicted

at the rate of 25 points for dismounting or touching the feet to the ground in the single cylinder class, and 50 points in the double, and 10 points penalty for pedaling in the single class, and 20 points in the twin.

The first few men—McCarver, Lyon, De Salvo, Levis, Swenson, and others—went up flying, but W. J. Lister (Harley-Davidson), dismounted and was assessed 25 points. Other riders who lost 25 points each were: Arthur W. Lees (Harley-Dav-

idson), J. S. Tormey (Thor), O. J. Oberwagner (Thor), George H. Squier (Thor) and A. J. Schuster (Merkel). Only one contestant—Charles J. Foht (Merkel) lost 50 points. A number were penalized 10 points for pedaling, as follows: William Teubner (Merkel), Robert S. Gray (N. S. U), W. W. Ingram (Yale), Jack Rice (R-S), Ernest Samuelson (R-S), Frank Walling (Reliance), Sanford Davidson (Reliance), A. E. Griffith (R-S), V. H. Moss (R-S), and R. J. Buxé (R-S).

SOCIABILITY FUNCTIONS THAT MARKED THE F. A. M. MEET

That the Indiana Motorcycle Club did itself proud in entertaining the visitors at the annual meet there is no gainsaying. The entertainment committee consisted of G. H. Westing, chairman; Harry Graff and John McCarver, and they saw to it that no one lacked for something to do.

On Wednesday night, following the finish of the endurance run, the club had open house at their well appointed club house at 444 West Vermont street, which for the occasion had been dressed with flags and Japanese lanterns. Light refreshments were served, the official souvenir, an enlarged reproduction of the F. A. M. emblem, was handed out, and meanwhile an orchestra made music.

Thursday morning a 6 feet panoramic photograph was taken at the Circle monument, but the arduous two days of riding or walking up the hills and through the sand of Ohio and Indiana, made bed feel so much like heaven that few of the endurance riders could be induced to leave the "hay," even for the extreme pleasure of being "mugged" on six feet of film. Despite their absence, a sufficient number of other riders appeared to make an impressive picture.

And then Jupiter Pluvius, looking down from his lofty retreat and seeing North

Washington, Illinois and several adjacent avenues flag bedecked in honor of the visiting motorcyclists, became very much vexed. He probably felt chagrined the night before, for it had rained torrents. Then the clouds sprinkled again on Thursday and the run to Kokomo, runs around the city and to Riverside bathing beach, had to be called off.

Although the motorcycle run to Kokomo, at the invitation of the Kokomo Rubber Co. was an impossibility because of muddy roads, it does not follow that the motorcyclists did not have a chance to inspect the big tire factory and partake of luncheon at the Kokomo Country Club. Displaying the same sort of energy that has made this tire company the large and important concern it is, the Kokomo Rubber Co. chartered a special car, and under the supervision of D. L. Spraker, nearly 75 visitors accepted Kokomo hospitality. One of the lasting and pleasing souvenirs of the trip was a neat fob of black leather, supporting a medallion of Chief Kokomo.

Chief Kokomo, from whom the city was named, and also these tires, was born about the year 1775. He was chief of the Miami Indian tribe—a strong and silent man, after the manner of his race. Although he might deny the allegation, Chief Kokomo,

whose bones now repose in the old cemetery at Kokomo, was really one of the original road makers of Ohio, for where he and his tribe once tramped through the woods, are now miles of beautiful highways.

Thursday night an entertainment and reception was held at the German House, while on Friday night there was considerable doing at the Biergarten at Avondale Heights. Interspersed with vaudeville acts were three and four rounds fistic bouts, and judging from the applause that greeted the contestants their part of the program thoroughly was enjoyed. And all the time this was going on the waiters saw to it that no one went thirsty or hungry. When some of the visitors attempted to pay they found the real meaning of Indianapolis hospitality. For one night at least money was a useless burden.

The motorcycle street parade which was on the program for Thursday was held on Friday, and 114 riders, apparently mostly local riders, were in the procession. A run was made around the principal streets and avenues, the traffic cops giving the paraders the right of way. Ultimately the procession became badly strung out and the pace suggestive of a road race, after the manner of most parades of the sort.

LAWSON WINS A CHAMPIONSHIP

His Famous "Jump" Lands Him First in Feature Event at Salt Lake—Wright Cuts Down a World's Record.

Salt Lake City, August 4.—At the Salt Palace saucer last night, Iver Lawson proved that he still possesses that famous "jump" which has gained for him many a victory, and in decisive fashion he won the ten miles western championship, the feature event, and an innovation which Manager Heagren introduced to the Mormon fans. Twenty riders started and the incentive of \$1 per lap with \$200 in total offerings served to make the going fast all the way. So rapidly were the cranks spun that half of the field were eliminated at 6 miles and 5 laps. At 8 miles the bunch consisted of Williams, Bardgett, Walker, Lawson, Downing, Hehir and Senhouse, in the order named. Williams dropped out in the ninth and Bardgett unwound a sprint that carried the bunch around at a two minute clip. Starting the bell lap Lawson jumped and went by Walker, and won sitting up, by six lengths. The time was 20:35½, a new record for the track. Second place was hotly contested between Walker and Downing and the former won by half a wheel, but was disqualified for fouling Downing. Hehir, Senhouse and Bardgett finished in that order. Downing was given second, which advanced the others one notch. Saxon Williams topped the lap winnings with 21, Wells took an even dozen and Palmer annexed ten.

Before the race started Lawson and Pye, and Walker and Bardgett were announced as teams. Ray Duer rubbed tires with another rider in the fifth mile and fell, taking Pye with him. This broke up the Lawson combination and he tacked onto Walker's wheel and stayed there until the jump at the finish. A new phase was put on the situation by Referee Conely who taxed Lawson and Palmer \$5 each for not making pace, which action in Lawson's case did not meet with universal approval. Lawson rode a pretty race, and many seemed to think that circumstances did not warrant a fine in his case.

Philip Wright, who is the king pin of the amateurs, manufactured a new world's record in the two miles handicap, riding from scratch. He made a fighting finish and was clocked in 3:52, which eclipses Percy Lawrence's record by 1½ seconds. Mayer was second and Hume third. Lawson failed to qualify in his heat in the mile handicap professional, and Walker, the other scratch man, did not get into the front division in the final. Wells took the lead at the gun in the final, and unwound a spurt which kept him in front all the way. He won from Hooper by half a wheel. Hehir nosed out Burris for third. The first heat went to Senhouse and "Kid Herpecide"

Devonovitch, whose new cognomen was bestowed on him by the fans, replacing that of "Whiskers," brought down the house by taking the second heat from the limit mark, 100 yards. He was put out of the running in the final by a fall. In the half mile amateur open, Wright increased his leadership in the point table by 10 points, winning from Hume in a driving finish. It was not Fred Whittler's fault that he did not displace the mile motor record for the track of 1:05½, made by Gus Lawson. He made two brilliant efforts to get under Lawson's figures, but his machine was not up to form and his first trial netted 1:06.

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On his second attempt he got down to 1:05½, and postponed further attacks. The summaries:

One-half mile open, amateur—Won by Phil Wright, Salt Lake City; second, J. B. Hume, Salt Lake City; third, C. V. Herman, Salt Lake City; fourth, E. Mayer, Salt Lake City. Time, 1:00.

One mile handicap, professional—Won by Fred Wells, New Zealand (55); second, N. C. Hopper, Minneapolis (45); third, Patrick Hehir, Australia (25); fourth, J. Burris, Los Angeles, Cal. (80). Time, 1:56½.

Two miles handicap, amateur—Won by Phil Wright Salt Lake City (scratch); second, E. Mayer (15); third, J. B. Hume, Salt Lake City, (45); fourth, L. Thomas, San Francisco (20). Time, 3:52. (World's record.)

Ten miles, open, professional, Western championship—Won by Iver Lawson, Salt Lake City; second, Hardy K. Downing, San Jose, Cal.; third, Patrick Hehir, Australia; fourth, Steve Senhouse, Australia; fifth, Walter Bardgett, Buffalo. Time, 20:35½ (record for the track).

One mile, motorcycle record trial—By F. E. Whittler, Salt Lake City. Time, 1:05½.

MORAN IN A HEADLONG TUMBLE

Chelsea Pace Follower Breaks His Collar Bone—"Pursey" Lawrence's Managers Forbids His Riding at Clifton.

While James Moran was whirling around the track at the Clifton (N.J.) Stadium Sunday, August 8th, in the second heat of a 10 miles paced match race against Elmer Collins, the tire of his front wheel suddenly burst and he was thrown headlong over the handle bars on the south bank of the track. Moran was hitting up a terrific clip when the accident occurred and was leading Collins by about half a lap. The latter had dropped behind his pace, and Charles Turville, who was operating the gasoline for Collins, was almost at Moran's heels when he took the header. Fortunately, however, Turville had started to slow down so as to take his rider on again and just managed to avoid hitting Moran, who struck the track with terrific force.

When picked up he was unconscious and a hasty examination revealed the fact that he had sustained a compound fracture of the collar bone. He was hurried to St. Mary's Hospital, Passaic, in Carlo Vanoni's automobile, where he has been receiving visits daily from the other pedal pushers now racing at the Velodrome. In addition to the broken collar bone Moran is suffering from a badly swollen leg as the result of two gashes made by splinters, one five and the other three inches long, which embedded themselves six inches below his left thigh.

Rough work marred the one-third mile amateur race, but it was overlooked by the officials. Lawrence Carmen and Percy Lawrence did not ride in this race as scheduled, the former being confined to his home with a dislocated hip and the latter having been forbidden to ride by the Velodrome management, a fact which supports the opinion held by many that Percy's name should be spelled "Pursey." Fred Jones, of Passaic, defeated Joe Halligan in the unlimited pursuit for amateurs. The summaries:

One-third mile amateur—Won by Jake Magin, Newark; second, Ernest Jokus, Newark; third, Lewis Owens, Newark; fourth, Mike Journay, Nutley. Time, 40½ seconds.

Ten miles, motor paced—First heat won by Elmer Collins, Lynn, Mass.; second, James Moran, Chelsea, Mass. Time for seven miles, 9:22. Second heat won by Collins, paced by Charles Turville; second, Moran, paced by Carl Ruden. Distance 1 mile and 5 laps. Time, 2:42½.

Unlimited pursuit race—Won by Fred Jones, Passaic; second, Joe Halligan, Newark. Time, 1:55. Distance, ⅔ mile.

Three miles lap race—Won by Ernest Jokus, Newark; second, Mike Journay, Nutley; third, Victor Anderson, Brooklyn; fourth R. Hopkins, Paterson. Time, 6:36½.

"Strike" Precedes F. A. M. Racemeet and Program is Cut Short

Motor Speedway Proves a Big Disappointment—Its Miserable Condition Leads to Strike Which is Promptly Squelched—But After Derosier is Injured, All Save Four Riders Refuse to Compete—Fred Huyck Wins Mile Championship in Stirring Style and E. G. Baker Gets a Gift of Ten Miles Title.

Indianapolis, Ind., Aug. 14.—History repeated itself in the case of the Federation of American Motorcyclists' annual race meet in conjunction with the national meet, which occurred on the Indianapolis Motor Speedway this afternoon. Upon the occasion of last year's meet, held at the Clifton (N. J.) Stadium, and which was postponed because of rain, the track was found to be so small that many of the entrants, unwilling to take a chance, withdrew, and the championships perforce were eliminated.

Somewhat similar conditions prevailed here. Rain yesterday caused the meet to be postponed until this afternoon. After an accident to Jacob Derosier, a majority of the riders went on strike and refused to ride in the 10 miles championship, which thereby became almost a gift to Erwin G. Baker, a local man, the only other championship decided. The mile title previously had been won by Fred Huyck, of Chicago. The track, in its incompleeted condition, was unsafe for high speeding, and brought about the painful and perhaps serious injury of Jacob Derosier, the professional record-holder. In short the meet, like its predecessor of 1908, was not a brilliant success, though through no fault of the promoters, the Indiana Motorcycle Club.

Friday, the 13th, was an unlucky day, so far as the race meet proper was concerned, but perhaps, after all, it was just as well that rain caused a postponement of yesterday's events and the total elimination of the program that had been arranged for today.

Primarily the difficulty lay in the track itself. The Indianapolis Motor Speedway, which was rushed to near completion in time for the F. A. M. meet, and which is the first speedway of its kind in America, is an enormous affair. The birdseye photographs of it are far more impressive than is the course itself. It is so large that it is impossible for the eye properly to obtain the full picture. The track measures $2\frac{1}{2}$ miles to the lap, and the result is that upon the backstretch the riders resemble flies, viewed from the grandstand, while it is absolutely impossible to see the contestants at the upper turn, due to the presence of a large grove of trees in the infield at that point. In the grandstand, which holds 10,000 people, and which, by the way, was about half-filled this afternoon, the persons who paid \$1 to sit there at least had the satisfaction of knowing what race was in progress and hearing the announcement of

winners and times. This was denied the 2,000 people in the bleacher seats, located half a mile away and beyond the first turn of the course, who remained in blissful ignorance of what was transpiring throughout the afternoon. In the mile race those persons saw neither the start nor the finish, and in fact did not even know that a race was on. (The location of the bleacher stand certainly is a huge joke.

Because it has not had time to properly set and be thoroughly rolled, the surface of the track was in miserable condition. It was almost like riding over a road that had just been covered with a layer of crushed stone, over which a roller had been passed once or twice. Add to this the fact that the surface was rough and uneven, and the effect upon tires easily can be appreciated.

After making one or two circuits of the immense oval in the morning, a number of riders got what commonly is termed "cold feet." They held a meeting, presided over by Joseph F. Merkel, and, after concluding that the track was unsafe, they prepared a petition asking the management to allow them to use only small machines and thus to eliminate the championship races. The paper was signed by 23 riders, or all but two at the track. Walter Goerke and Stanley T. Kellogg were delegated a committee to wait upon the management. It is said that they saw Herbert A. Githens, chairman of the race committee, and that Githens, who once was a star of the cycle path, lost no time in politely telling them that they owed something to the public and to the promoters and that if they attempted to ruin the meet, every rider who did not compete would be suspended for 60 days. As always is the case, Githens's firm stand proved effective, for until Derosier's accident took the starch from all but four of the riders, a majority of them competed, and on their big machines, too.

The curtain raiser was a 5 miles handicap restricted to private owners, but apparently no effort was made by Referee Ovington or Chairman of the Competition Committee Thornley, to satisfy themselves if all the entrants rode machines their absolute property. Several machines looked suspiciously like regular members of manufacturers' racing stables. It was a suggestive beginning for the private owner hoax.

Eight so-called private owners lined up for the start, the handicaps ranging from 1:52 to scratch, Walter Berner, of Indian-

apolis, occupying the latter position with a 7 horsepower R-S. H. H. Holstein, Indianapolis, on an Indian, could not get started and was dropped at the post. At the ending of the first lap— $2\frac{1}{2}$ miles—Tim Bahnsen (Indian), of St. Louis, headed the procession, with Nelson J. Hodgins, a local rider, close up for second. O. L. Jones was third, and A. G. Chapple, of New York, who had started with an allowance of 22 seconds, was fourth. Berner, the scratch man, had trouble in holding the pace. In the last lap Chapple rapidly overhauled Hodgins and Bahnsen, and won with yards to spare in 4:53 $\frac{1}{2}$. Hodgins passed Bahnsen in the homestretch, finishing 4 seconds behind Chapple. Jones was fourth and Berner fifth. After the race W. F. Remppis filed a protest on Berner's account; his unusual contention was that the event was unfairly handicapped.

Although there were 32 entries in the one mile national amateur championship, only nine riders thought enough of their chances to line up for the start which, by the way, was out of sight on the upper turn. Although the grandstand spectators saw only the latter half of the race, while the bleachers crowd didn't even get a glimpse of it, it was the one exciting event.

Fred Huyck, Chicago, made the quickest start, with Stanley Kellogg, Bridgeport, Conn., in second position. William Bewley, Reading, Pa., was put out of the running virtually at the start by a broken chain, while Charles Balke, Los Angeles, and Walter Goerke, Brooklyn, did not get in motion quickly enough, and were never dangerous. The first glimpse of the riders was when they came around the turn into the almost mile long home stretch, all bunched. As the field neared the half mile post, two riders were seen out in front in a neck and neck struggle. A quarter of a mile further on Kellogg pulled slightly ahead of Huyck, while Raymond Seymour, who was back in the rear, rapidly was closing the gap.

The anticipation of an eye-lash finish caused the crowd to jump to their feet. At 50 yards from the finish, when Kellogg seemed to have victory within his grasp, he struck a rough spot and wobbled considerably. It was only a fraction of a second before he had straightened up again, but in that time Huyck had moved up and ahead. At the tape Kellogg's big chain driven Merkel was only a half length behind Huyck's Indian, and Seymour, on an

R-S could have stretched out his hand and almost touched the pair. It was the big race of the day and the crowd was generous with its applause.

The second best race of the afternoon was the 5 miles open for machines not exceeding 55 cubic inches piston displacement. Seymour (R-S), Turner (Merkel), Chapple (Indian), Huyck (Indian), and Goerke (Indian), started, but Turner was asleep at the switch and the field opened a gap on him. Huyck and Chapple were the real contenders, drawing away from the others, and riding neck and neck. At the ending of the first lap Goerke was in third place, 150 yards behind Chapple and Huyck, with Seymour and Turner trailing. All during the last lap until within 150 yards of the finish, Huyck and Chapple kept abreast. Huyck then opened the throttle wide and came away and won out by a margin of 40 yards—so easily that it was made plain that he had been toying with the New York "private owner." Goerke was some distance behind.

The honor markers had an easy time in the five miles handicap for machines not exceeding 61 cubic inches, fourteen riders starting. The handicapping was so badly done that before the first lap Huyck had spreadeagled the field. McCarver, a long-marker, was second at this point, Balke third and Turner fourth. In the final lap Huyck simply ran away and romped home, Balke coming in second and Turner third. The time was 4:46½, the best made during the afternoon, but "slow as a tortoise" compared with the record and the prophesies that had been made for the new course.

That Indianapolis contains sufficient expert riders to hold a race meet was shown in another 5 miles handicap, restricted to members of the local club. Eleven riders started and the finish was close enough to be exciting, Paul Kottowski, astride a Minneapolis twin, winning by three lengths from Nelson T. Hodgins, Indian. A city block separated Hodgins and John McCarver, a diminutive youngster, who barely could reach the pedals of his Excelsior. Kottowski had a handicap of one minute. Walter Berner, the scratch man, quit after riding one lap.

Following a slow automobile exhibition Edward Lingenfelder, of Alhambra, Cal., and Jacob Derosier, of Springfield, Mass., lined up for the 10 miles professional. Charles C. Merz, a local man, was to have been a starter, but suffered from stage fright and did not come to the tape. Lingenfelder, who is a stocky chap, was modestly clad in a white jersey, set off by the letters "N. S. U.," the initials of the machine he bestrode. Derosier was the most fantastically garbed rider ever seen, in full length red tights and jersey, his head encased in a helmet. From the front he resembled the character "Mephistophles" in "Faust"; from the rear he presented quite a different view. Although a Frenchman by nationality, Derosier had an American flag as large as his back sewed onto his

jersey. To protect the calves of his legs from becoming scorched by the exhaust, leather incased pads were sewed to the tights legs. On his red Indian he presented a weird picture and a great contrast to Lingenfelder in his white jersey and on his white machine.

Despite the fact that the F. A. M. rules specifically state that each rider shall have only one pusher-off and that he shall not overstep the 30 yards foul line, each man employed two pushers-off, and Referee Ovington, previous to the start, shouted to them:

"Never mind the foul line, boys. Run as far as you like!"

Lingenfelder had the pole and made a better start, but was passed on the back stretch. Lingenfelder regained the lead on the homestretch, leading by 50 yards at 2½ miles. On the backstretch of the second lap Derosier crawled up on the Californian and then went around him like an express train. The Californian apparently was only playing, for when the pair entered the stretch it was seen that Lingenfelder was leading by perhaps a couple of lengths. Half way down the stretch a sudden cloud of dust, followed by smoke, apprised the crowd that Derosier had fallen. Out of the smoke he arose, walked toward the machine, apparently turning off the power and then walked to the side of the track. By that time Dr. Thornley, in the official car, was headed up the track. While he was examining the injured rider the official ambulance came up and Derosier was carried to the field hospital, located within the grounds. The cause of the accident was due to a loosened tire. The track was so rough and the speed so great that Derosier had difficulty in keeping the front wheel from swinging in whipsaw fashion. This motion tore the front tire from the rim. When the machine, going better than a mile a minute slipped from under him, Derosier slid, in sitting posture, for quite a distance, a sharp stone injuring a vital organ. He also was cut and bruised considerably, and according to the physician it may be six months before he can sit on the saddle again, even if no complications set in.

Almost the same kind of an accident occurred in the 10 miles national championship which followed, though fortunately without serious result. Because of the Derosier accident nearly all the riders lost their nerve. They organized a strike and when only four faced the starter the "strikers" sat on a fence and tried to induce Erwin G. Baker, a local rider, from entering the race. The other starters were J. S. Tormey, John Merz, and H. P. Bretney, all on Thors, who refused to "strike." Baker rode an Indian. For the first quarter of the distance there was no one in the race but Tormey. He opened such a gap that everyone instinctively knew that something must have happened when Baker showed up in front at 5 miles. Later it was learned that Tormey's rear tire had pulled off, but

that he was able to slow before being thrown. He didn't even get a scratch. Baker finished nearly one-half mile in front of Bretney, about the same distance separating him and Merz.

The 25 miles race for machines not exceeding 30½ cubic inches was not held. The apparent unsafety of the track in its present rough condition, and the withdrawal of the Harley-Davidson, Merkel and Indian entries, besides others, depleted the field so thoroughly that the futility of holding the program that had been arranged for Saturday on Monday, as had been intended, was apparent, and the meet came to an end. The unfinished program included the one hour national championship and the mile time trials, besides a 25 miles event. The summaries follow:

Five miles handicap, private owners—Won by A. G. Chapple, New York (0:22); second, Nelson J. Hodgins, Indianapolis, Indian (1:23); third, Tim Bahnsen, St. Louis, Indian (1:24). Times, 4:55½, 4:57½, 5:08½.

One mile national amateur championship, machine not exceeding 61 cubic inches—Won by Fred Huyck, Chicago, Indian; second, Stanley Kellogg, Bridgeport, Conn., Merkel; third, Raymond Seymour, Los Angeles, R-S. Time, 1:05½.

Five miles handicap, members Indiana Motorcycle Club—Won by Paul E. Kottowski, Indianapolis, Minneapolis (1:00); second, Nelson J. Hodgins, Indianapolis, Indian (1:15); third, John McCarver, Indianapolis, Excelsior (1:20). Time, 5:17.

Five miles open, machines not exceeding 55 cubic inches—Won by Fred Huyck, Chicago, Indian; second, A. G. Chapple, New York City, Indian; third, Walter Goerke, Brooklyn, Indian. Time, 5:24½.

Ten miles open, professional—Won by Edward Lingenfelder, Alhambra, Cal., N. S. U. Time, 10:57½. Jacob Derosier, Springfield, Mass., fell.

Five miles handicap, machines not exceeding 61 cubic inches—Won by Fred Huyck, Chicago, Indian (scratch); second, Charles Balke, Los Angeles, Merkel (scratch); third, J. A. Turner, Chicago, Merkel (scratch). Time, 4:46½.

Ten miles national amateur championship—Won by Erwin G. Baker, Indianapolis, Indian; second, Harry R. Bretney, Indianapolis, Thor; third, John Merz, Indianapolis, Thor. Time, 11:31½.

Fast Time in 70 Miles Road Race.

Fast time was recorded in the 70 miles road race from Wichita, Kan., to Wellington, and return, which was held Saturday, August 7, under the auspices of the Hockaday Motorcycle Co. Max Wilson, on a Harley-Davidson, won the race in 1 hour 56½ minutes. Wells Bennett was second on a Yale, and Ray Hockaday, Thor, sneaked in third. Sixteen riders started over the route and all but one finished. The single unfortunate was Ray Weishaar, mounted on an Indian. Weishaar met with an accident near Wellington which put him out of the race.

Attempt to Abolish Amateurism is Defeated

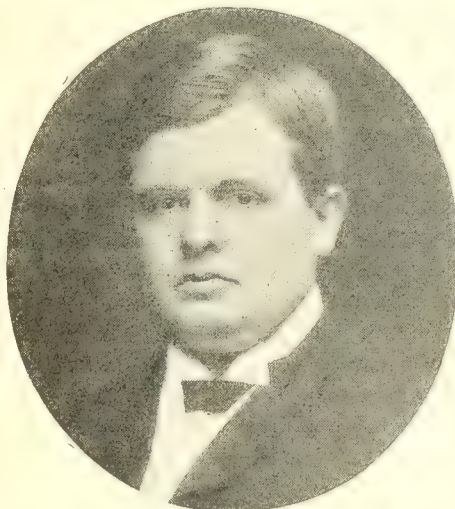
Two Days Fight Over F. A. M. Competition Rules Results in a Three Class Straddle But No Man Can Be Professionalized Against His Will—Some Far Reaching Changes Effected—Indianapolis Man Elected President—Constitution to be Revised—Two Large Parcels of Money Appropriated—Springfield, Mass., Applies for the 1910 Meet.

Indianapolis, Aug. 14.—Although there was but one endurance contest slated to occur in connection with the F. A. M. meet at Indianapolis, there really were two of them. The first one ended Wednesday evening when the tired and dust-begrimmed riders who had left Cleveland the day before reached the Hoosier capital.

The other one began yesterday (Friday) morning, 13th, and ended late tonight (Saturday). It occurred in the Board of Trade rooms. Officially it was styled the F. A. M. annual business meeting, but it was an endurance contest just the same and nearly everyone welcomed its conclusion.

If there had been a prize offered for the best endurance feat, there is no room for doubt that it would have been awarded to the presiding officer, E. L. Ovington. For the meeting largely was an Ovington gabfest. Possessed of a pair of leather lungs and a rapid fire delivery, Ovington gave an exhibition of chairmanship such as rarely is witnessed. He proved himself a self-winding human phonograph, a talking machine that spouted words of any and all sorts, in large and small volume, and in any and all directions and at all times. His tongue never tired. It was wagging even more actively at the finish than at the start, if such a thing is possible, and it was possible only because the chief issue at stake, amateurism, having been settled, those who had interrupted the Ovington lingual torrent, laid back and placed little or no obstruction to its flow. And how it did flow! At the last of four sessions that comprised the annual meeting, Ovington was not only the interlocutor of the show, but served also as the "bones" and the endmen. It is not an exaggeration to say that he did nine-tenths of the talking. At the other sessions, R. G. Betts, former president of the F. A. M., who led the fight to preserve amateurism and to prevent the professionalization of all men who may compete on motorcycles, was Ovington's chief competitor in the talk line, but after that fight had been won, Betts and nearly everyone else kept themselves in the background, save for a few moments, and Ovington exercised his voice practically without restraint. Despite objections, he entered into every discussion without leaving the chair, spoke slightly of nearly everyone who differed from him, made several trick rulings, and as a fair and impartial chairman was a big joke.

The settlement of the amateur question and of the revised competition rules provoked a discussion that occupied the greater part of two days. Ovington talked loud and long and often against the insertion of the word amateur and in favor of the professionalizing privateowner-traderider classification, as reported by the revision committee, but he failed of his purpose and was reduced to the necessity of making an apologetic defense of himself in which he adroitly threw the blame for the creation of the rejected classification on an absent



FRED I. WILLIS
New President of the F. A. M.

member of the committee, George M. Hendee, whom he eulogized in the same breath. Ovington was beaten also in one other of his pet ideas, i. e., that an American might compete with professionals abroad and be rated as an amateur on his return home. In fact, and despite his talk and tactics, there were few of his ideas that he was able to force through as he had framed them, and towards the end of the discussion he developed a more tractable spirit.

As finally adopted, the new rules are in the nature of a straddle of amateurism which is strongly suggestive of the Class B straddle effected by the L. A. W. in 1894, and which was wiped out two years later. It provides for three classes, viz.: private owner amateurs, trade rider amateurs and professionals.

The classes are defined as follows:

Section 1. Three classes of competitors shall be recognized—private owners, trade riders and professionals.

Section 2. A private owner is an ama-

teur who, since the adoption of the rules, has never engaged in motorcycle competition as a trade rider, who actually owns the motorcycle used in competition; who is not connected in any way, either directly or indirectly, with any person or firm that manufactures, assembles, sells or repairs motors, motorcycles or motor vehicles, or who operates them as a trade or profession; who has never received, either directly or indirectly, any compensation whatsoever for engaging in motorcycle competition or exhibition; who has never sold or in any way realized pecuniary benefit from a prize, or who has never knowingly competed in any sport against a professional.

Section 3. A trade rider is an amateur who is connected, either directly or indirectly, with a person or firm that manufactures, assembles, sells or repairs motors, motorcycles or motor vehicles, or who operates them as a trade or profession; who has never competed for cash or against a professional; who has not realized pecuniary benefit from a prize; or who for any reason is not eligible as a private owner.

Section 4. A professional is one who has competed for cash and who otherwise is ineligible as an amateur.

Section 5. A trade rider who has severed all connection with the trade, both directly and indirectly, for a period of six months, may be reinstated as a private owner by unanimous vote of the competition committee.

The penalty to be inflicted on the private owner who uses a borrowed machine is one year's suspension, a punishment that will induce the p. o.'s to sit up and take notice of the doubtful beauties of the new classification.

The rule applying to international competition, as finally adopted, carried the amendment "except in such respects as they do not conflict with the F. A. M. classification," and is as follows:

Section 1. Before competing in any motorcycle contest outside of the United States of America, written permission must be obtained to do so from the chairman of the competition committee.

Section 2. While competing in foreign contests riders representing the United States shall obey and come under the jurisdiction of the competition rules of the aforementioned recognized governing body except in such respects as they do not conflict with the F. A. M. classification.

Section 3. Upon their return to the United States any of our riders who competed in foreign countries shall render a complete and detailed report to the chairman of the competition committee as to the contests entered while abroad.

The rules drafted by the revision committee were presented by the chairman, W.

F. Remppis, who preceded the presentation by a short talk on the subject of harmony, and followed it up by promoting harmony by making a long attack on R. G. Betts, a member of the revision committee, who had questioned some of the acts of the committee and had disagreed with some of its more important proposals. The attack was so long that the members wearied of it and some of them voicing their protests, it was cut short with a part of it still undelivered. Betts himself was not at all disturbed and refused to lose his temper, and the fact that he interrupted Mr. Remppis a couple of times and actually laughed, seemed to add to that gentleman's state of mind. Betts, reaffirming his adherence to truth, merely stated that if he criticised, he knew how to accept criticism, and that he would try to promote real harmony by suffering the attack on him to pass unnoticed. He then presented a minority report, representing the views of four dissenting members of the rules committee, viz., himself, Roland Douglas, George W. Sherman, and Walter Davidson. It favored the continuance of the existing amateur and professional rules, and as a means of smoking out the fake amateurs, proposed that no amateur be permitted to compete outside a radius of 100 miles of his legal residence, oftener than three times each year. It also proposed a new rule which would debar any maker or dealer and all employes of such tradesmen who were adjudged guilty of paying amateur competitors or leasing, loaning or selling for a nominal sum, or otherwise giving the use of a machine to any amateur competitor, which, as expected, proved too radical, although it is a rule that applies in horse racing. Several other new rules were proposed, nearly all of which were adopted later.

The definition of a stock machine and the proposed new rule prohibiting the changing of machines even in track races, the latter in particular, were the items that were productive of the most heated and protracted discussion. The proposed prohibition once was defeated, but there was so much misunderstanding that it was reconsidered by consent, and as finally adopted, the rule forbids any change of machines except in professional events. The opponents of the original rule favored the amendment with a heartiness that was surprising, and the reason for which was not made clear until later. It strikes at the bogus amateur and factory rider who has been accustomed to travel about the country with a stock of three or four spare machines, and whom Ovington and his adherents fought to save at any cost. A rule was adopted also which forbids the use of the same machine by more than one rider without the consent of the referee.

Hereafter a novice race, a race for private owners or for non-winners must be placed on all programs and it will be com-

pulsory to become a member of the F. A. M. at a cost of \$2 before anyone may compete in an open event. This is the state of affairs that originally existed and which caused so much trouble and dissent that the 25 cents registration rule was adopted, which rule now is abolished. Application blanks and membership cards will be altered to meet the new requirements.

Except in the case of the mile and the kilometer, the standing start records are eliminated; the flying starts are made the standard.

Official referees are to be appointed, and whether or no they desire to do so, promoters must employ them at \$5 per day and pay their traveling expenses also.

The new rules will become effective September 14th.

The discussion of the rules was so long and so animated that the telling of the detailed story best may be reserved until next week. It led to a number of outbursts and uproars and tangles, but if ever the classification that would have made professionals of not only all private owners, but all men in the trade stood any chance of passage, its fate was sealed by an impassioned address by George W. Sherman, which reached the hearts of most of the tradesmen present, and evoked an outburst of cheering and applause that caused the room to rock. J. L. Sauer, who, though rather non-committal, proved himself the possessor of a clear head, then poured oil on the troubled waters that ultimately led to the appointment of a committee of five which drafted the classification as finally presented. Although R. G. Betts moved the appointment of the committee, and Ovington expressing a desire to be a member of it, included him as a member, Ovington sought to fill the committee with his adherents and tried to omit Betts, but the meeting would not stand for it.

Apart from those mentioned, the chief speakers in the long discussion were Messrs. Griffith, of Chicago; McGuyer, of Bristol, Conn.; Valiant, of New York, and Kirk, of Minneapolis, who held fast for amateurism, and Messrs. Thornley, of New York, and Westing, of Indianapolis, who stood by Ovington and the revision committee's report. Mr. Remppis, chairman of that committee, also inclined that way, but proved himself open to conviction and willing to be "shown." Mr. Hart, of Chicago, was largely of the same frame of mind and was first to suggest a three class rule, but one that placed all men in the trade in one of the two professional classes which he outlined.

The officers elected are as follows: President, Fred I. Willis, Indianapolis; vice-presidents: for Eastern District, C. C. Wilber, Keene, N. H.; for Western District, George Wyatt, Indianapolis; for Southern District, E. M. Hughes, Louisville, Ky.; for Pacific District, C. M. Frink, Los Angeles, Cal.; secretary Leroy Cook,

New York City; treasurer, G. B. Gibson, Westboro, Mass.

There were but two contests, one for the presidency and the other for the vice-presidency of the Western District. For the former office, Mr. Willis was opposed by Dr. C. J. Berrick, of Buffalo, N. Y. For political reason the election had been delayed until the last moment. It was long after 10 o'clock tonight (Saturday) before it was reached. Many of the visitors in attendance at the meet already had left for home and others were keeping their eyes on their watches in order that they might catch late trains.

Professional political methods, which caused so much heartburning and dissension in the L. A. W., for the first time played a part in the F. A. M. While Dr. Berrick and his supporters did absolutely nothing of the sort, Mr. Willis, reluctantly had placed himself in the hands of his friends and they went into the vote-trading business. The votes of Chicago men were exchanged for the votes of Indianapolis men, and the ballots of certain groups of tradesmen were bartered for the votes of other trade groups, but unfortunately the Indiana Motorcycle Club and other local riders, whose ballots dominated the session, were not properly taken into account and they partly upset the prearranged slate and came near running away with the election. As some one remarked, if an Indianapolis man had been nominated for the vice-presidency of the Pacific District he probably could have been elected without much trouble.

Mr. Willis was placed in nomination by President Ovington who, for the first time, left his chair for the purpose, and in doing so proved his nimbleness, and how extreme is the sincerity of his utterances. In rendering his annual written report, he had given as his opinion that the best interests of the F. A. M. required that the next president be not a person who makes or sells motorcycles, a sentiment which was generously applauded. Despite the fact, he swallowed these utterances and apparently without a qualm of conscience, he nominated Mr. Willis, who sells motorcycles. Mr. Hart, of Chicago, and Mr. Hamilton, of Indianapolis, who seconded Willis's nomination, paid high tribute to his fairness and executive ability.

Dr. Berrick was nominated by D. D. Griffith, of Chicago, who stated his belief that the organization would best be served by such an impartial man, wholly unfettered by trade ties, full of the spirit of the amateur sportsman, and owing allegiance to absolutely no person in the industry. R. G. Betts, who seconded Dr. Berrick's nomination, remarked his regret in apparently opposing Mr. Willis, an old acquaintance, but said he did so because he agreed with President Ovington's first expressed opinion that no man in the trade, were he the Lord himself, could escape the effects of business jealousies and also because Mr.

Willis, though he sold motorcycles, did not ride one; he thought that when a private owner and active rider, such as Dr. Berrick, was found willing to devote himself to the cause, the F. A. M. should throw its arms around him and hold fast. Ovington then attempted to explain his inconsistency and in doing so floundered badly. In striking at Berrick, he gave voice to the opinion that medical men do not make good executives and then remembering that Dr. Thornley, his own appointee, whom he had called to the chair, was a physician, he remarked the fact and for the first time came near to being at a loss for words. He "covered up" badly.

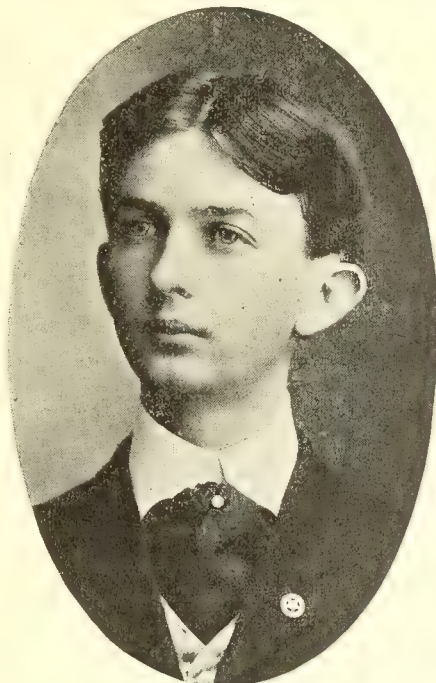
While the balloting showed the election of Mr. Willis by a safe majority, for some unknown reason, the count was not announced. Dr. Berrick made the election unanimous. Mr. Ovington proposed three cheers and a what's-the-matter-with-Willis for his successor, and they were responded to with a will. Mr. Willis, who is a quiet and reserved, but forceful man, past the hurrah age and quite unlike his pyrotechnical predecessor, made a short address of acceptance in keeping with his character. He said he had not sought the office and that his interests were so varied that he scarcely had had time to think of it; it had been forced on him against his will, but having been elected he would serve the F. A. M. to the best of his ability and without regard to his trade interests. That Mr. Willis will prove a safe and sane president there is small doubt. He is a worker rather than a talker. He is a member of the Harsey-Willis jobbing house and secretary of the National Bicycle Jobbers Association.

After Mr. Wilber, who, two months ago had been nominated by his District, was chosen vice-president of the Eastern District, Ovington and the vote-traders received a jolt. In exchange for Chicago and trade votes for Willis, they had pledged Indianapolis and other trade votes for H. B. Hart, of Chicago, for the vice-presidency of the Western District. Ovington, playing the role of The Whole Thing, nominated Mr. Hart, apparently much to the surprise and disaffection of the members of the Indiana Motorcycle Club, most of whom, with their president, Charles Wyatt, were grouped in the rear of the hall, and some of whom audibly muttered that "the trade was trying to run the F. A. M." A few days before, the club had indorsed Dr. Berrick for the presidency of the F. A. M., and Wyatt for the Western vice-presidency. When the time came, local pride induced the members to forget Berrick for Willis, but they remembered Wyatt, and nothing that Ovington or anyone else could do or say, could stem the tide and permit them to "deliver the goods" to Hart. Wyatt was elected by a vote of 59 to 35.

Ovington again came to the fore by nominating Leroy Cook, of New York, for the

secretaryship, and he was so fearful of further opposition that in the same breath he moved that the nominations be closed and that the secretary cast the ballot of the meeting for Cook. This was done, and as no one else wanted the office, the "rail-roading" tactics were more amusing than otherwise.

The Indiana club gave the politicians another scare when Harry Graff, secretary of the club, and the man who had named Wyatt, was nominated for treasurer of the F. A. M., in opposition to Dr. G. B. Gibson, of Westboro, Mass., the present incumbent, who had been put forward by Ovington. The wail went up that Indianapolis had received more than enough and Graff set-



CHARLES WYATT
Vice-President F. A. M. Western District

led the matter by declining the nomination. Gibson was then elected for his seventh term. He is the only official who was re-elected. He was unable to be present, owing to an impending visit of the stork. His financial report for the year was not presented until the last day of the meeting.

It had not been audited, and Mr. Hart, who tried to read it was unable to distinguish the total receipts and disbursements. An auditing committee was then appointed which was to render its report at the final session but the matter was forgotten in the final rush.

The secretary's report showed that the membership numbers have mounted to No. 2,580, which does not mean, however, that there are that many members on the roll as the membership numbers do not take account of the memberships that have lapsed during the past several years.

Toward the close of the meetin, it voted appropriations in regular L. A. W. style. The sum of \$400 was given for the use of the membership committee and \$10 per week was voted to the chairman of the competition committee for expenses. There was talk of salarizing the secretary and of

establishing an office, but nothing came of it. Ovington, in an attempt to strike at the Bicycling World, sought to have an official organ selected, but though he talked hard and long, he discovered that the matter was one of indifference to the Bicycling World and that the publication which he favored also realized that official organship not only trammels independence, but is a burden that is not so welcome as some persons imagine is the case. Instead of an organ, therefore, the secretary will send out weekly bulletins and the F. A. M. will receive general publicity instead of restricted mention.

The first move toward the much needed change in the form of government was made by the authorization of the appointment of a committee of 25 to revise the constitution and by-laws. A special meeting of the F. A. M. will be called to ratify the committee's work when it is completed.

The appointment of committees also were authorized to seek affiliation with the Auto-Cycle Union of Great Britain and to obtain designs for the F. A. M. emblem in such forms as will permit it to be worn on sweaters and affixed to machines.

Following what he said was the usual custom, J. P. Thornley moved that silver cups be presented to the retiring president and the retiring secretary, and the motion prevailed.

The application for reinstatement to membership of W. T. Marsh, Brockton, Mass., who was expelled from the F. A. M. some four years ago, was favorably acted upon, but the application of T. K. Hastings, of New York, for reinstatement as an amateur was denied.

The Springfield (Mass.) Motorcycle Club filed an application for the national meet of 1910. It will be acted upon by the executive committee in due course and after other cities have been given an opportunity to make their desires known.

Motorcycle Events in Lowell Carnival.

September 10th, one of the five days racing carnival to be held at Lowell, Mass., next month, under the auspices of the Lowell Automobile Club, will be devoted to road races for motorcycles. Six events will constitute the card. In the so-called "lap" races 10.6 miles is termed a lap. The mile trials will be held on a straightaway macadam course. All prizes, with the exception of the Lowell Automobile Club trophy and cash, will be in the form of cups. Entries close August 31st. An increased entry fee of 50 per cent. will be demanded for post entries. The program will be as follows: Mile trials for Speed King trophy, flying start; two laps race for private owners with machines of less than 55 cubic inches piston displacement; one lap free-for-all; two laps professional; two laps for machines having engines of 30½ cubic inches piston displacement or less; ten laps free-for-all for Lowell Automobile Club trophy.

CHANGES IN MASSACHUSETTS LAW

Provisions of the Latest Legislation Which Apply to Motorcycles—Severe Penalties for Reckless Operation.

Annual registration covering the right of the owner to operate the motorcycle or motorcycles registered is provided at the rate of \$2, in the new Massachusetts law, enacted at the last session of the legislature, together with provisions for manufacturers' and dealers' licenses covering 10 different machines, which are issued at \$10. The official seal of registration is in the form of a plate, circular in form and approximately two inches in diameter and bearing the words "Registered Motorcycle No. —, Mass.", together with the year of issue and the individual number assigned to the machine. All registrations will expire on the 31st day of December of the year of issue.

Non-residents who have complied with the provisions of law in their state of residence are permitted to operate within the confines of the state for ten days without registration. But if they are convicted of violating any of the provisions of the law, regardless of question of appeal, they shall be forced to comply with all the provisions of the law with regard to registration. Non-residents also may secure special registration, valid only during the months of July, August and September of any year, and expiring at midnight on the 31st of September, upon payment of one-half the regular fee. Manufacturers and dealers also secure registration for ten machines, valid from the first of October of any year until the end of the same year, upon payment of \$5. For the substitution of one registration for another upon the sale or transfer of one machine and acquisition of another, the fee is \$1.

Certificates of registration must be carried at all times while operating and the rider is required to display them to any policeman or constable upon request or signal, under penalty of a fine of from \$25 to \$100. Seals are to be displayed conspicuously in the rear of the saddle, and are to be fastened to some part of the machine or to some contrivance "firmly attached thereto."

Under strict interpretation of the lighting clause applying to all motor vehicles, motorcycles must display red lights behind in addition to the usual white light visible at least 200 feet in the direction of travel. The addition to the usual lighting clause calls for "at least one red light in the reverse direction."

The speed limits are 20 miles an hour in the open, 15 miles in built up portions of cities, towns or villages, and 8 miles an hour when approaching crossings, intersections or places where the rider's view of the way is obscured. Such speeds are re-

garded as prima facie evidence of speeds greater than are reasonable and proper, however, this being the governing motive of the speed clause. Riders also are required to stop on signal when approaching horses or other draft animals, and to slow down and signal upon approaching a pedestrian upon the traveled portion of any way, or upon approaching an intersection or a curve where the view of the road is obstructed.

In regard to the much discussed question of local option in the making of special regulations governing operation over specific ways, the law provides that local boards of aldermen, selectmen or park boards, may make such restrictions as to the exclusion of motor vehicles from certain streets or roads, or as to the speed of vehicles over such ways. But it is required that such regulations shall become valid only upon certification of the approval of the highway commission, and upon the posting of official notices upon the ways specified and due advertisement, by publication of the fact, that such regulations are in existence. Special regulations of the sort now in force, are invalidated until such time as they shall have been submitted to the commission for hearing or approval according to the form prescribed.

The general penalties range from \$10 to \$25 fine for first offenses, to \$50 to \$100, together with 30 days revocation of licenses for third or subsequent offenses committed within the same 12 months. For operating a motor vehicle, including motorcycles, after revocation of license, or under false seals, the penalty is \$100 fine or ten days imprisonment, or both.

One of the strictest provisions is that against reckless operation and racing. Its specific wording follows:

Section 22. Whoever upon any way operates an automobile or motorcycle recklessly or while under the influence of intoxicating liquor, or so that the lives or safety of the public might be endangered, or upon a bet, wager or race, or who operates a motor vehicle for the purpose of making a record and thereby violates any provision of sections 16 and 17 of this act, or who knowingly goes away without stopping and making himself known after causing injury to any person or property, or who uses a motor vehicle without authority, shall be punished by a fine not exceeding \$200 or by imprisonment for a term not exceeding six months, or by both such fine and imprisonment; and if any person be convicted a second time of operating an automobile while under the influence of intoxicating liquor, he shall be punished by imprisonment for a term of not less than one year and not more than two years. A conviction of a violation of this section shall be reported forthwith by the court or trial justice to the commission, which shall revoke immediately the license of the person so convicted. If it appears by the records of said commission that the person so convicted is the owner of a motor vehicle, or has exclusive control of any motor vehicles as a manufacturer or dealer, said commission may revoke the certificate of registration of all motor vehicles so exclusively owned or controlled. Whenever any person so convicted appeals, the said commission shall suspend forthwith the license of the person so convicted, and shall order the license delivered to it, and shall not reissue said license unless said person is acquitted in the appellate court, or unless said commission in its discretion, after an investigation or upon a hearing, decides to reissue it. No new license or certificate shall be issued by said commission to any person convicted of a violation of this section until after 60 days from the date of such final conviction, nor thereafter except in the discretion of said commission.

It also is required of chiefs of police and selectmen of towns having no police departments, to report to the commission every serious accident in which motor ve-

hicles are concerned, and, upon the instruction of the commission, to demand the license and number plates or seals when licenses shall have been revoked by the commission. When death results from such accident, the commission is given the power to suspend licenses summarily, subject to revocation unless upon investigation it is proved that the accident resulted without serious fault on the part of the operator. Furthermore, licenses so revoked cannot be renewed except upon the discretion of the commission, and only after six months.

Female Motorcyclists Resent a Slur.

A tempest in a tea-pot has resulted in Indianapolis over the statement made by Dr. Charles A. Pfafflin, chairman of the executive committee of the Indianapolis Humane Society, that "no girl who rides a motorcycle is respectable." As a result of the storm of criticism he evoked, Dr. Pfafflin explained that he did not include married women who rode with their husbands in this category. Now the spinsters are hunting for him with clubs.

Another Victim of Grade Crossings.

Another victim of the medieval grade crossing nuisance has been reported from Eureka, Cal., in the person of Clifford Davidson, 19 years old, who on July 30th, while riding a motorcycle, was struck and killed at a street crossing by a Northwestern Pacific passenger train. Until grade crossings have been abolished by federal law, cyclists would do well to heed the terse injunction "stop, look and listen."

Philanthropy of a Motorcycle Club.

With the intention of assisting the parents of little 5-year-old Donald Smith to recover their boy, who has been mysteriously missing from home for two weeks, the members of the Wilkes-Barre Motorcycle Club have placarded trees and fences throughout the neighboring counties with descriptions of the missing child. The work is done in connection with the regular weekly runs of the club.

Magistrate Criticizes Speed Limit.

In fining two motorcyclists arrested for speeding on August 7, Judge Chadsey, of Rochester, N. Y., expressed the opinion that the local ordinance limiting the speed of motorcycles to 8 miles an hour was too harsh. He declared that it was inconsistent to permit automobiles to go two miles an hour faster than motorcycles inasmuch as they are a greater menace to safety.

North Carolina Exacts Big Fee.

Sheriffs in the various counties of North Carolina have been notified by the state authorities that under the new laws governing motor vehicles a motorcycle is subject to the same restrictions as an automobile. Every motorcycle must be licensed and must display a license tag conspicuously. The fee for automobiles and motorcycles alike is five dollars.

KRAMER AGAIN DEFEATS CLARKE

Spectacular Speed Battles in Team Match at Newark—De Mara Back from Europe, Finishes Fourth in a Race.

Another team match race with Kramer and Fenn opposing Clarke and Fogler was put on at the Newark (N. J.) Velodrome on Sunday, 8th inst., and like the previous contests of the same kind it was more or less unsatisfactory insofar as giving a clean cut and decisive victory was concerned. Clarke finished first in two of the three heats, but Kramer won the match, and the adherents of each find no cause for diminished enthusiasm over their respective idols.

It is evident that Kramer needs to get a new brand of tire, as those he is using will not hold wind. Just as he was about to mount for the match, a loud sizz-z-z announced that one of his tires had gone bad, and the band was called upon to play several tunes while the matter was fixed, the four participants in the match squatting patiently on the track. In a few minutes Kramer's mount was brought out again, and as he stood up and shed his bath robe preparatory to start there was a loud pop which proclaimed that again a tire on his machine had collapsed. This time Kramer was mad, and he personally escorted the machine off the track to his quarters while another event was put on.

When the start really was made there was a general expectation that he would puncture again, but he escaped the fate that has been his undoing in the early championship events and did not have any tire trouble. Disregarding Fenn entirely, Kramer clung to Clarke's rear wheel throughout the first heat, the order being Fenn, Fogler, Clarke and Kramer. In the fifth lap of the mile Fogler took the lead and Fenn dropped to the rear, and at the bell Fogler set out a terrific pace, with Clarke tight aboard.

So strong did Fogler finish that in the stretch he actually pulled away from his partner and came dancing down the middle of the track with an open space behind him. Kramer rushed Clarke from the outside and the little Australian, unable to climb over Fogler, drove down to the pole line and finished on the inside of his mate, beating both the latter and Kramer to the line by what seemed like the fraction of an inch. There was pandemonium among the spectators, who could not tell which had finished first, and Referee Kelsey in the meanwhile was surrounded by a group composed of Kramer, Fogler and others, including Macfarland, who was vigorous in his capacity as Clarke's manager. Kelsey finally awarded the heat to Kramer, because Clarke, although he finished first, had not passed on the outside of Fogler, his partner, thus violating the rules agreed upon.

Probably no prettier sprint was ever seen

at Vailsburg than when in the second heat Clarke and Kramer, leaving their team mates behind, battled toward the finish in the stretch. Manager Chapman had stretched a white paper tape across the finish line and they struck it almost simultaneously in their flight, but as Clarke's side bulged a trifle more than Kramer's as it broke, the former was given the decision. The third heat was a sad disappointment, in that Fenn pocketed Clarke behind Fogler in the back stretch, while Kramer made a terrific run on the outside and reached the stretch before Clarke could get out, so that the Australian sat up as Kramer, taking no chances, sprinted in alone at top speed.

Walter De Mara, who has returned from abroad, was given what almost amounted to an ovation when he appeared for practice in a purple silk sweater, his back as broad and sturdy as ever. He captured fourth position in the one mile "pro" open, which Root won in clever fashion, Menus Bedell getting second and Anderson third. The two miles invitation for professionals yielded prizes to Mitten, Halstead, Krebs, Stein and Thomas Smith, in the order given. Lawrence walked away with the five miles open for amateurs, starting a sprint a lap and a half from home that left Joseph Passinger, John J. Brennan, Hardy Jackson and William Petit lengths behind to struggle among themselves for subsequent honors, which they took as named. In the amateur handicap, however, Lawrence failed to qualify for the final heat, Henry Vanden Dries, from 50 yards, winning the event, with William Pettit and John B. Hawkins second and third, respectively.

The summaries:

One mile novice—Won by William Pofahl, Bay View Wheelmen; second, Andrew Anderson, Chicago. Time, 2:37½.

One mile open, professional—Won by E. F. Root; second, Menus Bedell; third, Norman Anderson; fourth, Walter De Mara; fifth, Theodore Billington. Time, 2:40.

Two miles invitation, professional—Won by W. L. Mitten; second, Al Halstead; third, Floyd Krebs; fourth, Charles H. Stein; fifth, Thomas Smith. Time, 5:29½.

Half-mile handicap, amateur—Won by Henry Vanden Dries (50); second, William Petit (65); third, John B. Hawkins, C. R. C. (65). Time, 57½.

Five mile open, amateur—Won by Percival Lawrence; second, Joseph Pasinger; third, John J. Brennan; fourth, Hardy Jackson; fifth, William Pettit. Time, 11:40.

One mile professional team match race, Frank L. Kramer and W. S. Fenn vs. Jack Clarke and Joseph Fogler—First heat won by Kramer (Clarke finished first, but was disqualified). Time, 3:52½. Second heat won by Clarke. Time, 3:23½. Third heat and match won by Kramer. Time, 3:09½.

Three miles open, professional—Won by Jack Clarke; second, Joseph Fogler; third, Menus Bedell; fourth, E. F. Root; fifth, John Bedell. Time, 6:16. Lap winners: Fred Hill, 6; Stein, 3; Billington, 2; Drobach, 2; Anderson, 2; T. Smith, 1; Clarke, 1.

CLIMBING TOWARD CHAMPIONSHIPS

Kramer Reduces Clarke's Lead—Lawrence Heads the Amateur List—Hill Treats Fogler to a Surprise.

Under the brilliant oval of electric arc lamps at the Velodrome, Newark, N. J., two national championship events were decided Wednesday night, 11th inst., when Frank Kramer got a new grip on the honors which were slipping from him, and Percival Lawrence put himself ahead of Carmen and Jokus, in the amateur championship reckoning, as did Jacob Magin, though the latter is second to the Californian. The program was a rich feast for the fans, and for a wonder Kramer did not puncture, as he has been unfortunate enough to do in the previous championship contests.

To save himself for the big struggle Kramer dropped out of the one mile handicap earlier in the evening, showing greater wisdom than Clarke, who, in addition to riding himself all in, collided with Thomas Smith at the finish of his trial heat and met with a sever fall, which skinned his arm badly and smashed his mount.

Lap prizes and a field of 25 starters in the chief event gave a fast pace, and Clarke took the heavy work of closing up on the lap jumpers, with Kramer glued on. Three laps from home Norman Anderson, with Clarke, Kramer, Fogler and Fenn, commenced an awful drive, but blew up on the curve coming to the bell. A moment later Kramer jumped Clarke, who was on the pole, and Fenn followed Kramer's lead, so the three came almost abreast at the bell. Clarke waited for pace and to his surprise Kramer, with Fenn on, went right out, shooting down the pole and forcing Clarke to the flat for a second. The lap was eaten up so fast that before Clarke could drop back and get around Fenn the stretch was reached and Kramer had romped in, leaving Clarke to nip Fenn at the tape, with Menus Bedell fourth. As a consequence Kramer has reduced Clarke's point lead, so that the figures stand Clarke 16 and Kramer 11.

Lawrence took things easy in the amateur handicap, and with the other back markers failed to catch the long markers, Maurice Vanden Dries winning. In the quarter-mile championship he sprinted the entire distance, and led Magin over in a sensational finish. He also rode down the field in the pursuit race. Fred Hill surprised Fogler in the "pro" handicap with a sprint that left Fogler second when mentally he had spent first money.

The summaries:

One mile handicap, professional—Won by Fred Hill (85); second, Joseph Fogler (25); third, Menus Bedell (70); fourth, Floyd Krebs (75); fifth, Fred G. West (70); sixth, Charles H. Stein (90). Time, 1:56½.

Quarter mile national amateur championship—Won by Percival Lawrence; second,

Jacob Magin; third, William Vanden Dries; fourth, Henry Vanden Dries. Time, 29 $\frac{3}{4}$.

Australian pursuit race, amateur—Won by Percival Lawrence; second, Jacob Magin; third, Ernest Jokus; fourth, Joseph Mesigal; fifth, Louis Owens. Time, 6:33. Distance, 2 miles 4 laps.

One mile invitation, professional—Won by Theodore Billington; second, Thomas Smith; third, James Hunter; fourth, Al Triebel; fifth, John King. Time, 2:55 $\frac{1}{2}$.

Three miles handicap, amateur—Won by Maurice Vanden Dries (120); second, Joseph Mesigal (140); third, Job Berlembach (260); fourth, Frank Blatz (200). Time, 6:26 $\frac{3}{4}$.

Five miles national championship—Won by Frank L. Kramer; second, A. J. Clarke; third, W. S. Fenn; fourth, Joseph A. Fogler.

MacLean Reappears in Winning Form.

Conceding two laps to Peter Drobach and Pat Logan in the 25 miles motor paced event at the Revere Beach track on Saturday night, 7th inst., Hugh MacLean emerged from temporary retirement and trounced them both. The Boston fans turned out the largest crowd that has attended the track this season and MacLean gave them an exhibition of riding that more than gave them their money's worth. The champion made a quick start from the gun and commenced at once to make up his handicap, gaining a lap in the second mile. At the finish MacLean led Drobach by six laps, and Logan was more than a lap further back, the time being 38:25 $\frac{1}{4}$. For the first ten miles they gave him a fight, but after that he made his own going. Ruden, who was pacing MacLean, had a puncture in the eighteenth mile, but before the others had gone half a mile he had a new machine on the track and took his man in tow again. The latter lost no distance, as it had been agreed that in the event of accident one mile would be allowed for a change of mounts. The amateur races were hard fought, but Tom Connolly won first place in each event, a one mile handicap and a ten miles open, his brother, Con Connolly, taking second in the latter, with La Montague third and Hayes fourth. The time for the ten miles was 26:12. From scratch Tom Connolly had a difficult task in the mile ride, getting the decision only by inches from Connors, of Lynn, who started from the 100 yard mark. Farren, 70 yards, was in for third place. Connolly's time was 2:07 $\frac{3}{4}$.

Macy Succeeding in Strenuous Tour.

Word has been received from Charles Macy of San Francisco, who recently undertook the trip from that city to Reno, Nev., and return on a Thor motorcycle, that he has succeeded in reaching Lake Tahoe without mishap. Macy intends to take the trip through Yosemite Valley and on to Los Angeles, one of the longest and most difficult journeys ever attempted by a motorcyclist.

REACHING FOR RECEDING LAURELS

Kramer Begins Determined Battle to Retain Championship—Magin Outsprints Lawrence in Five Miles Open.

Put out by punctures in the first two championships races of the season, both of which had been won by Clarke, it was with grim determination that Kramer walked out on the Newark Velodrome track on Thursday night, 5th inst., to regain his hold on the national title in the two miles championship event. The final found Clarke, Fogler, Kramer and John Bedell in the line-up, and the impression prevailed that it would be in the nature of a team contest as Bedell and Kramer gave evidence of being quite as friendly as Fogler and Clarke appeared to be.

Pace makers were provided, but there was considerable jockeying to avoid being next. Clarke, however, finally gave in after a lap and took hold, with Fogler following and Kramer and Bedell trailing. In this the Australian is thought to have made a tactical blunder, inasmuch as when the pace dropped out two laps from home he would have to take the other three and still beat them in the finish sprint. At one mile the pace changed and the new man went strong for four laps before turning them loose, Clarke having kept the lead. The crowd looked to see Fogler go to the front, but he lay where he was, with Kramer and Bedell watchful, but waiting. Clarke increased his sprint and took them around the fifth lap at a warm clip, there being no change even at the bell.

On hitting the backstretch, however, Kramer jumped alongside Fogler, the shout of the spectators apprising Clarke that things were happening. He gave a back glance and, seeing Kramer coming, ducked his head and lit out. Around the last bank they swung, with Clarke apparently pulling away. With prophetic instinct Kramer went high to avoid trouble and the disconcerting little wobble that Clarke tried to hand him at the straightaway did no harm. In fact it gave him the flash of time necessary for a down jump. The two streaked the stretch on equal terms until Kramer uncorked a finish that Clarke, worn with his pace setting, could not meet, the little fellow sadly seeing his rival spin over the line ahead of him. Fogler was an easy third over Bedell for fourth.

In the one mile repechage handicap for professionals, neither Clarke nor Kramer could catch the distance men who ran from the back markers like scared rabbits, Al Halstead, from 75 yards, winning in 1:51 $\frac{1}{2}$. Fred West, Billington and Fred Hill, also from generous marks, annexed the rest of the money. Halstead proved strong enough to pull down the fruit in the one mile professional invitation as well, Krebs, West, Drobach and Menus Bedell acquiring con-

solation demands on the cash drawer after him.

Both amateur events showed Percival Lawrence a bit off form, in the sense that he did not lead in. John Brennan captured the half mile handicap from the 35 yards mark, with Joseph Passinger second, Lawrence third and E. J. Hollister fourth. The five miles open gave Jacob Magin a well deserved victory. He outsprinted Lawrence to the tape, though the latter arrived before Joseph Mesigal, Louis Owens and Hardy Jackson, who scored in the order named. The time was 11:17. The summaries:

Two miles national championship, professional—Won by Frank L. Kramer; second, A. J. Clarke; third, Joseph Fogler; fourth, John Bedell. Time, 4:51 $\frac{1}{4}$.

Half mile handicap, amateur—Won by John J. Brennan (35); second, Joseph Passinger (30); third, Percival Lawrence (scratch); fourth, E. J. Hollister (65). Time, 58 $\frac{3}{4}$.

One mile invitation, professional—Won by Alfred Halstead; second, Floyd Krebs; third, Fred G. West; fourth, Peter Drobach; fifth, Menus Bedell. Time, 1:58 $\frac{1}{4}$.

Five miles open, amateur—Won by Jacob Magin; second, Percival Lawrence; third, Joseph Mesigal; fourth, Louis Owens; fifth, Hardy A. Jackson. Time, 11:17.

One mile repechage, professional—Won by Alfred Halstead (70); second, Fred G. West (75); third, T. Billington (130); fourth, Fred Hill (90). Time, 1:51 $\frac{3}{4}$.

Houston Sees a Neck and Neck Race.

In the presence of thousands of spectators who swarmed along the course at Galveston beach to witness the events. Charles E. Hogans, of Houston, won the 10 miles motorcycle race held in conjunction with the automobile meet on Thursday, August 5. Considerable disappointment was expressed when all of the entrants except Hogans and Harry Cunningham, of Beaumont, withdrew from the race, but the temporary chagrin of the crowd was dispelled when the starter's pistol cracked. From the start almost to the finish Hogans and Cunningham were neck and neck, the former eventually flashing over the line a winner by inches. The time was 9:05 $\frac{1}{2}$, remarkably fast considering the valuable seconds lost on the turns. The winner rode an Indian while Cunningham's mount was a Torpedo.

Redwell and Stacy Win at Phoenix.

Phoenix, Ariz., had its first taste of motorcycle racing on July 29th at the Elks benefit celebration. Two races were on the card, one a 10 miles event and the other 5 miles. Victor Redwell won the first, with F. A. Carr second and C. I. Stacy third. The time was given as 12:56 $\frac{3}{4}$. All of the riders were mounted on Indians. The shorter distance was won by C. I. Stacy, with Redwell second and F. A. Carr third, in 6:39. Carr rode an exhibition mile in 1:07 $\frac{1}{4}$.

MARKETING WITH A MOTORCYCLE

How an Indiana Farmer Facilitates the Movement of His Crops—Making Old and New Methods Co-operate.

People who live in cities and retain a sort of comic supplement idea of the backwoods proclivities of farmers, are apt to be a little slow in accepting the modern view that the mere fact of living outside the city wall is no bar from the enjoyment of all the conveniences and comfort that the city brings to the very doors of its denizens. As a matter of fact, however, the truly modern farmer is quite as ready to



HOW THE MODERN FARMER GOES TO TOWN

accept new things as anyone else, and all the more so if they are designed to help in his business in any way, or may be so employed to good advantage, whether intended for just that sort of use or not.

The picture which is here shown, aptly illustrates the new order of things in Indiana, where the rush of business methods has begun to revolutionize many of the methods the old folks still are inclined to cling to. Oxen as a cheap and efficient means of pulling the crops to market still are retained. But the up-to-date farmer cannot spare the time to walk beside the plodding team all the way to the shipping point, and so after the load is up he mounts his motor bicycle and spins off ahead, allowing himself time enough for an easy journey, and still having opportunity to make all arrangements for unloading the wagon, disposing of his stuff and buying necessary supplies for the farm before its arrival. Then, after the load has been shipped and the new one taken on in its place, he is off again and home in time to do up the chores long before the team comes rolling in.

Peculiar Accident with Fatal Result.

As the result of a peculiar and unusual accident, Albert Kinzie, an employe of the Wagner Motorcycle Co., died at Ora, Ind.,

on August 2. A week prior to his death Kinzie was riding a motorcycle when in some inexplicable fashion his left foot became entangled in the rapidly revolving rear wheel. In a flash his heel was torn off and his foot horribly lacerated. Though painful, the injury was not considered dangerous. A few days later lockjaw developed and all the efforts of physicians to check the disease were unavailing.

Saves His Skull but Smashes Machine.

Fortunate in having a hard head, such as is traditionally ascribed to members of his race, a negro motorcycle rider in Indianapolis, Ind., has shown that it is possible for a smash-up with a street car to result more disastrously to his machine than to

himself. When he was seen racing down Fourteenth street at about 60 miles an hour according to observers, and narrowly missing pedestrians, children and traffic, there were those who were unkind enough to wish that something disastrous would happen to him. At College avenue they got their wish—but only in part, for when he struck the car and was pitched high in the air he landed on his invulnerable head and was injured only slightly. There was little sympathy for him as he picked himself up and ruefully regarded the wrecked remains of his mount.

Thievery with International Aspect.

Various records were unofficially fractured by Teofilo Garcia, of Pueblo, N. M., in a moonlight run from that city across the border to the City of Mexico a few weeks ago. Garcia hired a bicycle from Joaquin Ortega, of Pueblo, one evening and taking advantage of the clear moonlight prevailing sprinted away for the Mexican capital where he forged a bill of sale and disposed of the machine for \$12. He was rounded up later in Belen and convicted of larceny and forgery. The sympathetic judge sentenced him to two years and three months imprisonment with a fine of \$61.25 or an additional month's imprisonment.

GOING KING SOLOMON ONE BETTER

Hartford Police Captain Adapts a Famous Decision to a Modern Instance—Disposing of a Stolen Bicycle.

Wise old King Solomon's most noted and brilliant demonstration of astuteness was when the two women appeared before him, both claiming to be the mother of the one baby, and his decision to have the baby cut in half and divided between the rival claimants, although only a bluff to discover the real mother by having her yield her claims in order to save the little one, has served ever since as a model of judicial cleverness.

Having at one time been a Sunday school boy, Police Captain Walter Smith, of Hartford, Conn., tried King Solomon's method when a case came before him in police headquarters involving the ownership of a bicycle, but unlike the baby, the machine actually was divided up between the claimants. An Italian, called Tony, had complained that his mount had been stolen and that what was left of it was in the hands of two boys, whom the police rounded up. Tony admitted to the police captain that the wheels and saddle were not his property, but inasmuch as the machine had been equipped with these necessities when it was taken from his hallway he felt himself entitled to the whole thing. The boys, corroborated by several witnesses, said that after finding the frame in an ash barrel they had borrowed one wheel and a saddle and had bought the other wheel to make it usable. They were willing to give back the frame, but nothing more.

Captain Smith told the two sides either to divide up the bicycle or to take the matter to police court for decision. A monkey wrench quickly enabled a division of the parts to their several owners.

Alleged Fence Found in Stamford.

Believing they have unearthed a fence for stolen bicycles, the police of Stamford, Conn., are congratulating themselves on the arrest of Dominica Ritacco, in whose cycle shop, 7 South Main street, Port Chester, N. Y., nine machines were found, two of which were positively identified as stolen property and the others are under suspicion. Thefts of bicycles in Stamford led the police to watch the express offices, where one of the machines was found ready for shipment to Tony Picello, of Greenwich, Conn. It was allowed to go through and when Ritacco called for it at Greenwich he was taken into custody.

Longmeadow Cyclists Form a Club.

Bicycle riders among the fashionable summer colony at Longmeadow, R. I., have organized a local club with the following officers: Carey Hallsworth, president; E. Greene, secretary; H. Harzburg, treasurer.

Crescents Barely Defeat Brooklyns.

By a margin of one point the Brooklyn Cycle Club proved the victor in the dual meet with the Crescent Bicycle Club held Sunday, August 8th, at Yockel's Park, Baltimore. With the exception of the mile novice race the Crescents won every event on the program, but the Brooklyns were more fortunate in securing the majority of the other positions, the first five men in each race scoring points for their respective organizations. In the two miles team race the Crescents carried off the silver loving cup, winning by a score of 12 points to 8. Taylor, of the Crescents, added to his laurels by carrying off first place in every event in which he was entered. A. J. Baker, of the Brooklyns, also rode well, capturing second honors in every event in which he competed. The summaries:

One mile novice—First heat won by John W. Trost, C. B. C.; second, D. E. Collins, B. C. C.; third, Alex Kronsteiner, B. C. C. Second heat won by John W. Webster, B. C. C.; second, Roland Broseker, B. C. C. Final heat won by John W. Webster, B. C. C. Time, 2:44.

Two miles team race—Won by Crescent team, Thomas S. Taylor, Thomas W. Baker and John W. Trost; second, Brooklyn team, Alfred J. Baker, Fred Huber, and J. W. Webster. Points, C. B. C. 12, B. C. C. 8.

One mile open—First heat won by Thomas S. Taylor, C. B. C.; second, Alfred J.

Baker, B. C. C.; third, D. Sanborn, C. B. C. Time, 2:03. Second heat won by Thomas W. Baker, C. B. C.; second, Fred Huber, B. C. C. Time, 2:40. Final heat won by Thomas S. Taylor, C. B. C.; second, Alfred J. Baker, B. C. C.; third, Thomas W. Baker, C. B. C.; fourth, Fred Huber, B. C. C.; fifth D. Sanborn, C. B. C. Time, 2:47.

Two miles handicap—Won by Thomas S. Taylor, C. B. C.; second, Alfred J. Baker, B. C. C.; third, J. W. Webster, B. C. C.; fourth, Thomas W. Baker, C. B. C.; fifth, Alex Kronsteiner, B. C. C. Time, 5:19.

Unlimited pursuit motorcycle race—Won by George W. Rogers; second, E. J. Lewis. Distance 1 $\frac{1}{8}$ miles. Time, 1:38. This race did not count in the club competition. Final score—Brooklyn Cycle Club, 33 points; Crescent Bicycle Club, 32 points.

Match Race Causes a "Near Riot."

A bicycle road race for a \$25 side bet between Jake Smith and Tony Pellozzo, a Syrian, resulted in a "near riot," at Lansing, Mich., on August 1st. Tony claimed that Jake fearing he was about to be left behind, reached out and threw him from his wheel, while Jake asserted that the Syrian was thrown while attempting to "cut in" directly in front of him. At any rate, Smith finished alone and Tony tried to prevent the stakeholder from paying him the money. His protest was disregarded and a free-for-all fight ensued between Smith's supporters and the Syrian colony.

Accident Mars San Francisco Races.

As the result of an ill-advised attempt to lessen the weight of his machine, W. E. Collins, former president of the San Francisco Motorcycle Club, met with a serious accident at the Vallejo (Cal.) Motordrome on August 2. Collins had replaced his wheels with wooden rim bicycle wheels and was trying his motorcycle out prior to a race in which he was entered, when the front wheel collapsed and he was thrown heavily to the ground. He sustained a compound fracture of the collarbone and internal injuries. The races were well contested. E. E. Stone captured the three miles event for single cylinder motorcycles and also won the five miles race. The ten miles free-for-all and the five miles event for two cylinder machines went to Walter Dryer. In a three miles open handicap E. E. Stone (54) defeated E. Heise, who started from scratch. Heise gave a one mile exhibition in 1:05 $\frac{1}{2}$.

Many Penalizations in Chicago Run.

Only eight of the 25 riders who started in the endurance run held by the Indian Motorcycle Club of Chicago, August 8, finished with perfect scores. The route was from Chicago to Valparaiso, Ind., and return. The eight who succeeded in avoiding penalties were H. D. Hill, Charles E. Jenkins, Frank Snyder, C. S. Benham, Fred Huyck, S. Cook, H. S. Axcell and T. C. MacVickar.

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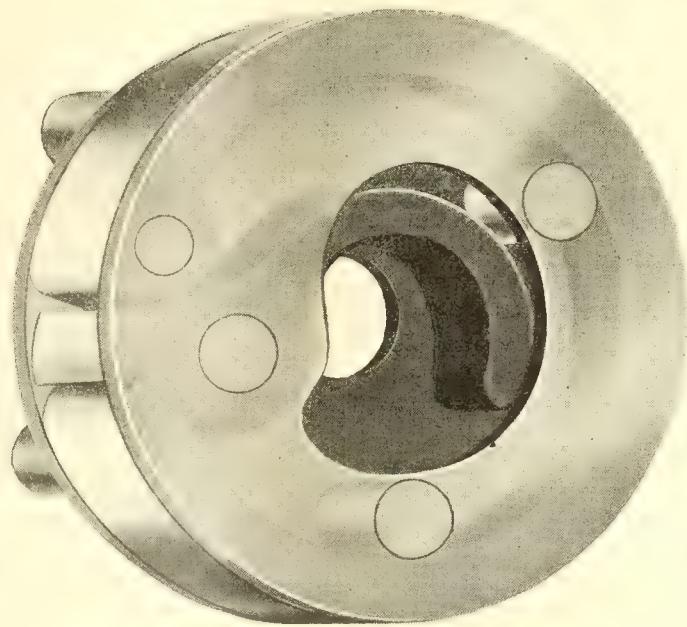
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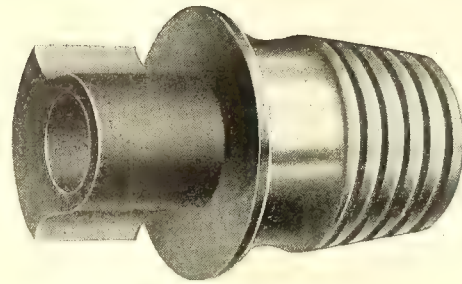
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RECENT PATENTS.

916,103. Carburetter for Explosive Engines. David J. Cartwright, Boston, Mass. Filed Dec. 5, 1904. Serial No. 235,471.

1. A carburetter for explosive engines and the like, constructed with a mixing chamber, a fuel-nozzle, an air passage surrounding and co-operating with the said fuel nozzle, a second air passage also surrounding and co-operating with the said fuel nozzle, and operating to admit additional air to the mixing chamber at a point anterior to the orifice of the fuel nozzle, so that the combined volume of air flows past the said nozzle in arriving at the mixing chamber, and a valve which controls the flow of air through the second air passage.

916,135. Number Displaying Device. Sidney E. Florsheim, Chicago, Ill., assignor of one-fourth to Simon Florsheim, one-fourth to Leonard S. Florsheim, and one-fourth to Norman S. Florsheim, Chicago, Ill. Filed Nov. 14, 1908. Serial No. 462,714.

1. In combination with a lantern, a number displaying device comprising a casing having an inner end wall open to receive the door frame of the lantern, and further comprising a rear wall extending obliquely with respect to the projection of the rays of light from the lantern, the casing being open at its front side, and a number plate removably mounted within the front side of the casing, substantially as described.

916,313. Spark Plug. Arthur W. S. Herrington, Madison, N. J. Filed May 7, 1908. Serial No. 431,397.

1. An electrical connection comprising a central cable-piercing contact member and an externally threaded sleeve, each adapted for engagement with a spark plug, a nut adapted for engagement over said sleeve, and having an enlarged conical chamber centrally thereof, the restricted end of the chamber being disposed oppositely of the sleeve and opening through the end of the nut for the reception of a cable member therethrough, and wedge members carried concentrically with the chamber and adapted to engage oppositely around a cable to be compressed there-against by adjustment of the nut.

916,211. Bicycle Pump. Charles E. Speck and Frederick W. Henschen, St. Marys, Ohio. Filed July 11, 1908. Serial No. 443,106.

A device of the character described comprising a clamp to engage a bar of a bicycle or the like provided with a radially projecting cylindrical pivot stud having a head at its outer end, a pump body provided with a pivot lug having pivot bearings, and a connecting and clamping device consisting of opposing plates having centrally arranged registering apertures and opposing pivot receiving seats at one end, said seats being adapted to receive said cylindrical pivot stud between them, the opposite ends of said plates having co-acting bearings to engage the pivot bearings on said lug whereby the pump body will be pivoted to said connecting and clamping device in a plane at right angles to the plane of the axis of said cylindrical pivot stud, and a clamping bolt passed through the registering apertures in said plates.

918,189. Sealing Composition for Vehicle Tires. William W. McCord, George F. Clark, and Presley M. Hall, Seattle, Wash. Filed Dec. 15, 1908. Serial No. 467,681.

A composition for use in closing apertures in vehicle tires, including glue, molasses, cotton, tar, vinegar and gum rubber.



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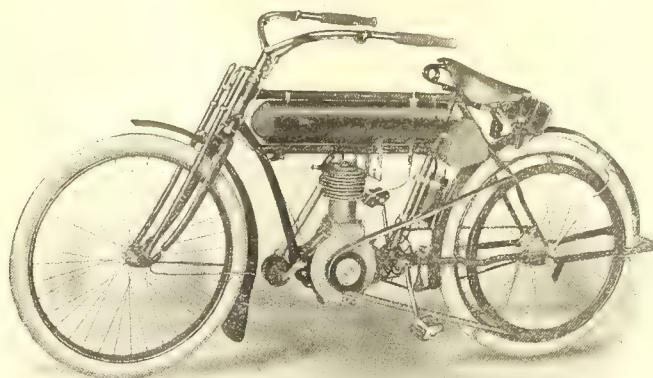
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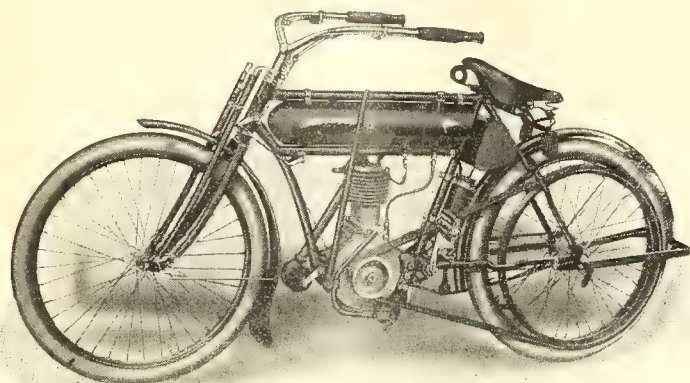


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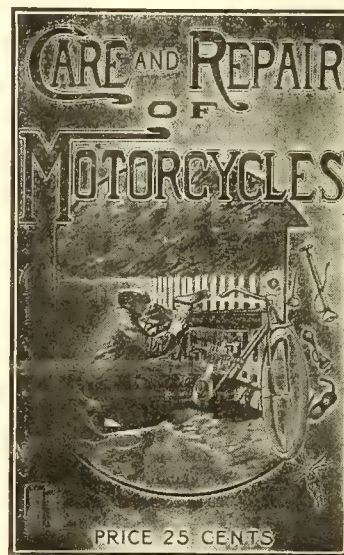
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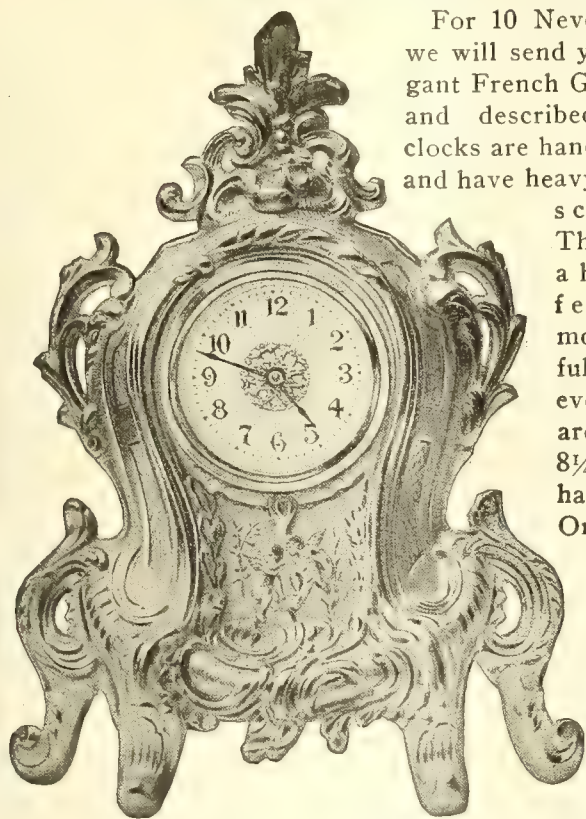
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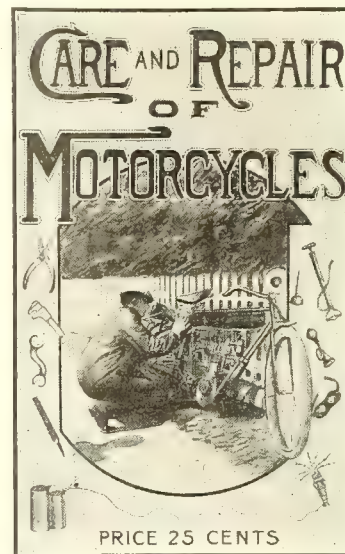
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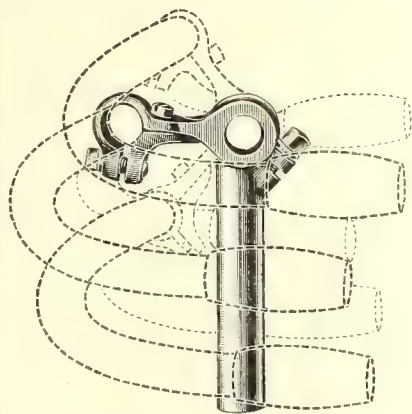
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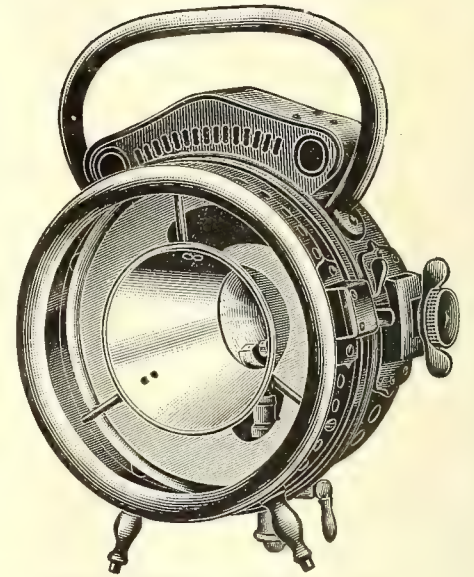
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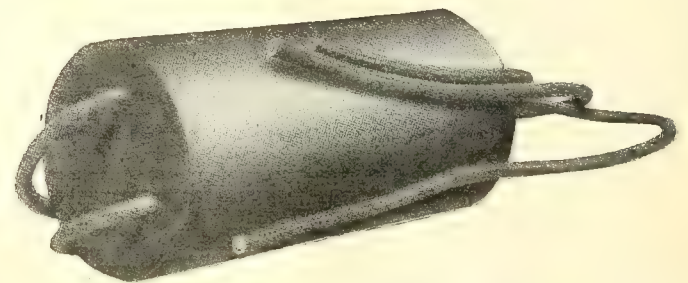
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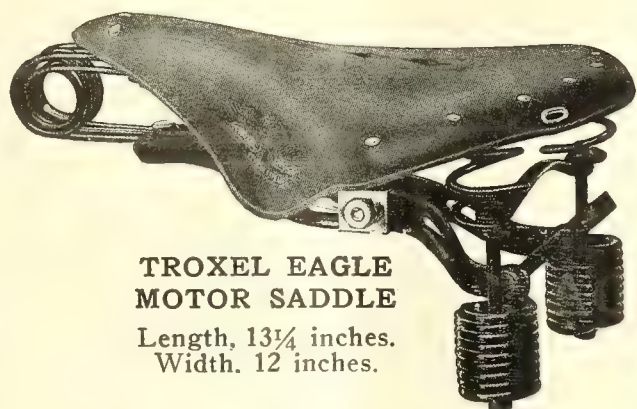
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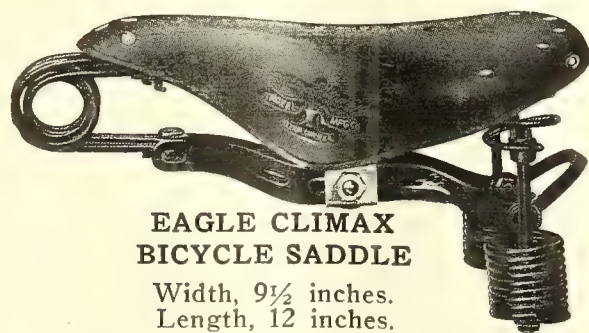
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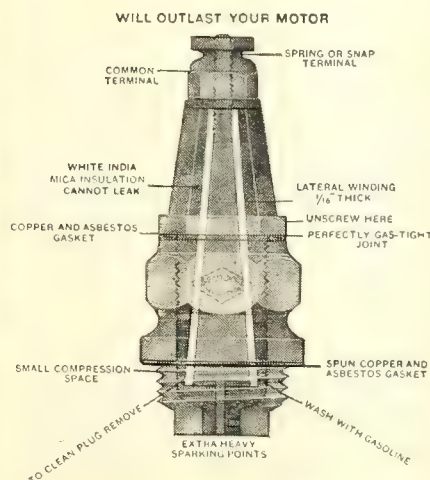
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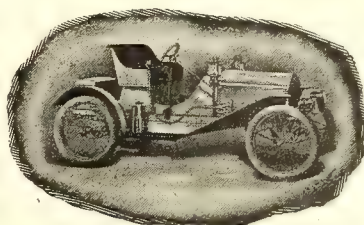


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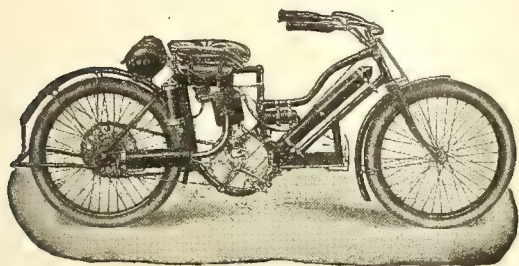
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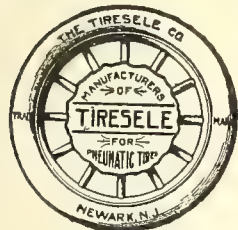
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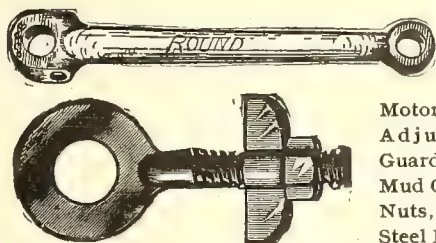
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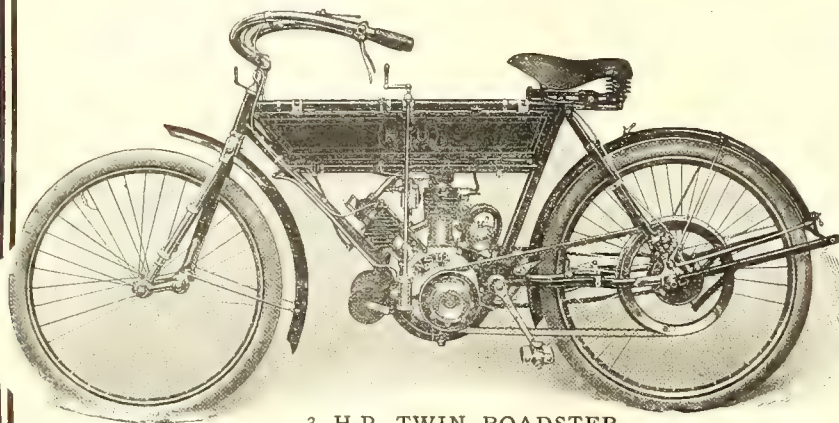
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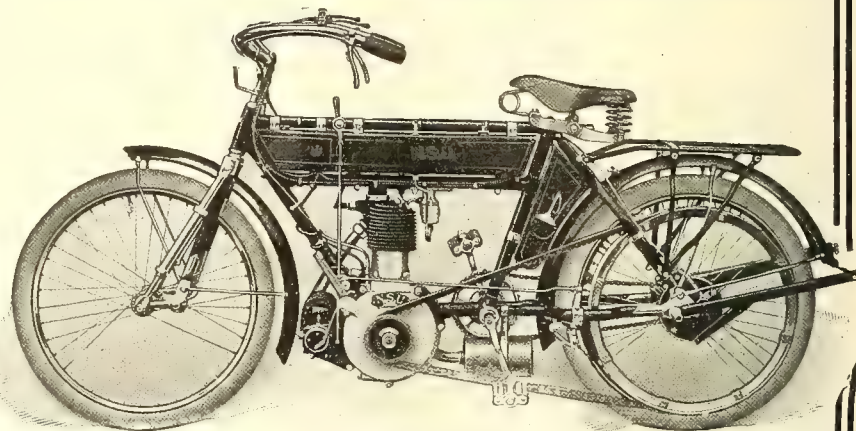
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THE 4 H.P. DE LUXE, the most luxurious and comfortable single cylinder motorcycle on the market today. It purrs along the road with Pullman car ease at from 5 to 60 miles per hour. Rich in finish, reliable in action, it has proven itself a surprise to the most exacting motorcyclists. The only single which will convert a twin enthusiast. Two speeds and free engine if you like.

IMMEDIATE DELIVERIES TODAY

Write us about the above and also in regards to our F. A. M. and Touring Models. We have the most extensive line of motorcycles in America.

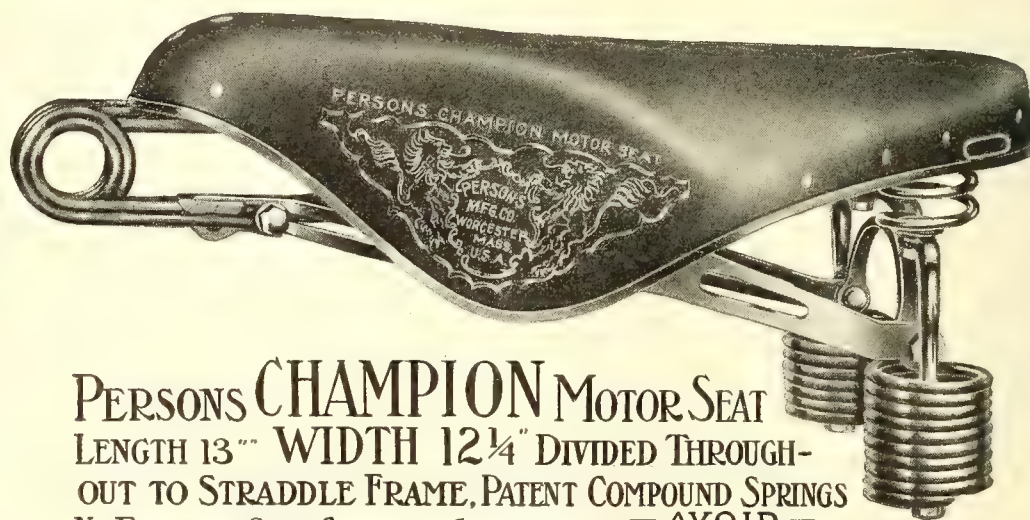
N. S. U. MOTOR COMPANY, 206 West 76th Street, New York City

THE PERSONS CHAMPION MOTOR SEAT

represents the nearest approach to perfection in motorcycle saddles that has been possible for man to attain.

It is the result of by far the longest experience and it embodies the best skill, the best material, the best workmanship it is possible to procure.

You will find it on all motorcycles or by specifying it you can obtain it from any motorcycle manufacturer who places quality above the dollar sign.



PERSONS CHAMPION MOTOR SEAT
LENGTH 13" WIDTH 12 1/4" DIVIDED THROUGH-
OUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
NO FRICTION, SIDE SWAY OR SQUEAKING. **AVOID IMITATIONS**

THE PERSONS MANUFACTURING CO., Worcester, Mass.

In addition to the

Kokomo Motorcycle Tire

with Gridiron tread

which has created a new standard for both tires
and treads we now are producing

Kokomo Motorcycle Tire

with raised Bailey tread

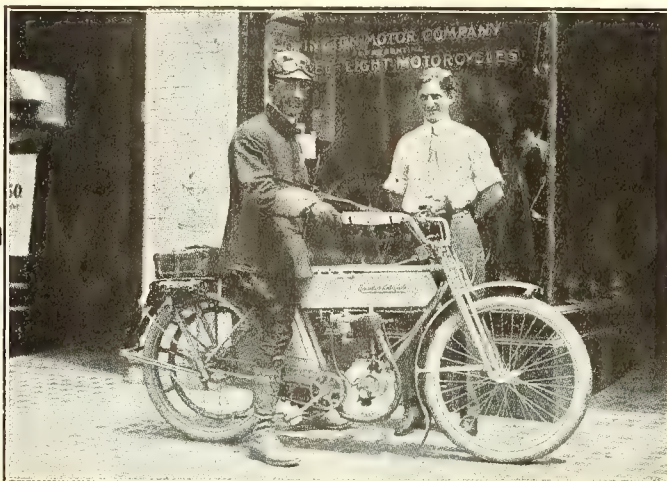
which makes that tread of real and lasting worth.
We do not squeeze the non-skid studs out of the
regular rubber tread; we put more rubber on the
tread—and lots of it—and then form the studs.

“Giving full value” has been our policy since we
first turned out a bicycle tire. The same policy
applies to our motorcycle tires and tubes, for we
make tubes, also.

Q U O T A T I O N S O N R E Q U E S T

KOKOMO RUBBER COMPANY
Kokomo, Indiana

Around the World on Morgan & Wright Tires



T. E. Riley, the man who is making a tour of the world on

MORGAN & WRIGHT MOTORCYCLE TIRES

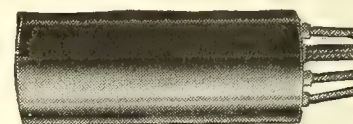
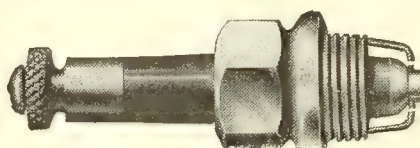
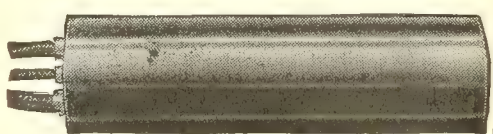
T. E. Riley, before starting out on his world tour, had used Morgan & Wright tires for some time about his home city, Seattle, Wash. So his was no blind choice. As he says himself, "I have tried them all and know that Morgan & Wright tires will give the best service of any."

He made the run from Seattle to Chicago with absolutely no tire trouble. Altho his tires were then in fine condition, he changed to a pair of Bailey treads and continued on to New York. The Bailey buttons were not even

worn down when he arrived in New York, one nail puncture being the sum total of all the tire trouble on his run across the continent.

Does the fact that other well-known riders, such as Dr. A. M. Webster of Lorain, Ohio, W. C. Chadeayne of Buffalo, Herbert Merriweather of San Francisco, and Freddie Huyck of Chicago, choose Morgan & Wright tires for all their long, hard cross-country trips suggest anything to you?

MORGAN & WRIGHT, Detroit



What's the use of accepting anything less than the best, when the best is available?

PITTSFIELD IGNITION SYSTEM

is available to every motorcycle maker and rider.

Certain ignition begets a feeling of security. Pittsfield Ignition supplies it.

Pittsfield Coils don't break down or short-circuit. They intensify the spark to an efficient degree, constantly and with unvarying precision.

Pittsfield Motorcycle Spark Plugs shoot the spark to the mixture every time—not some times—and Pittsfield quality of mica insulation doesn't crack, it is practically solid.

Pittsfield Special Electrodes give the maximum resistance to the high-tension current.

Coils for single and twin cylinders—flat or conical ends.

PITTSFIELD SPARK COIL COMPANY, Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

Tillinghast Patent Sustained

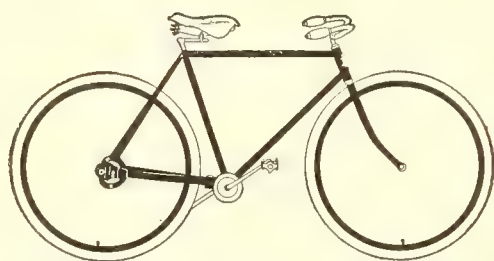
We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

POPE BICYCLES

C O L U M B I A
C L E V E L A N D
R A M B L E R
T R I B U N E
C R E S C E N T
M O N A R C H
I M P E R I A L
F A Y



THE POPE LINES of bicycles include machines specially designed for every kind of service—for the rider who seeks recreation and healthful exercise, the racer, the man who daily rides to and from his work and for hundreds of practical business purposes. They offer the greatest range of prices, the greatest number of distinctive designs and the widest variety of equipment. The advantages of such selection will appeal to every dealer and user of the wheel.

The 1910 lines now under construction will be better and more complete in variety than in any previous year. Dealers are requested to keep in touch with us regarding the season of 1910.

THE POPE MANUFACTURING CO.
Hartford, Conn.

Emblem's First Event

Emblem Wins!

George Heil, motorcyclist of 30 days experience, makes perfect score in F. A. M. Endurance Contest.

The Kind of Machine for the Ordinary Kind of Man to Buy

EMBLEM MANUFACTURING CO., Angola, N. Y., U.S. A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

THE
Cleveland-Indianapolis
Endurance Run

was the hardest and most
 exacting ever held.

22 Machines
WON

Perfect Scores, equipped

with the

BOSCH
MAGNETO

Contestants using the Bosch
 gave it no attention whatever,
 in fact, they forgot their igni-
tion, thus being able to give
 their whole attention to
 driving.

BOSCH MAGNETO COMPANY

223-225 West 46th Street
 NEW YORK, N. Y.

CHICAGO BRANCH—1253 Michigan Avenue.



THE FAMOUS
F. A. M. ENDURANCE MODEL

for the third successive year makes good.

1000 POINTS

Don Klark, a real private owner, who had never seen
 any part of the course before, pilots his 6 h. p. F. A. M.
 model to victory. The sandy roads had no terrors, the
 steep hills were unnoticed, the level stretches were burned
 to a cinder.

Such is the performance of a stock N. S. U., the kind
 you'll get.



Eddy Lingenfelder and His "White Pet" N. S. U.

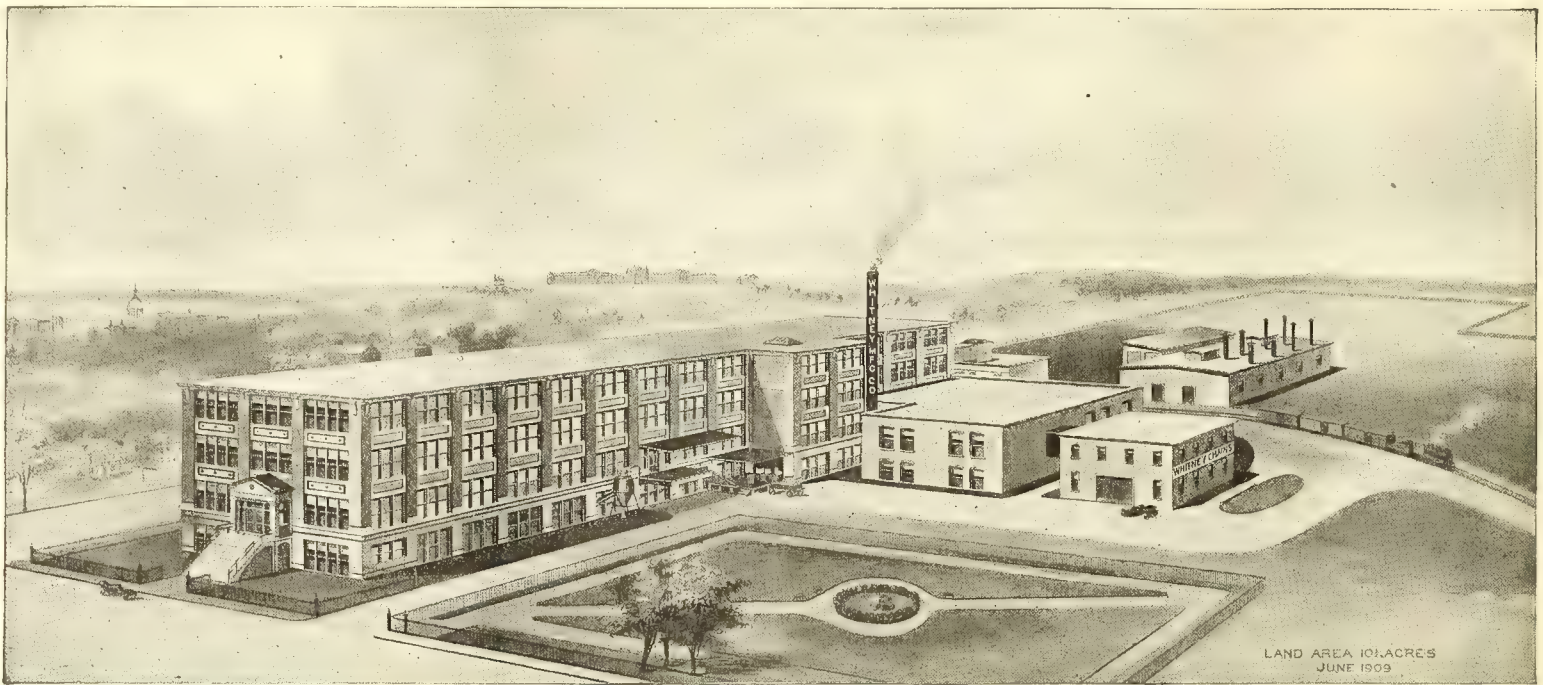
He fearlessly bumped over the dangerous Indianapolis
 speedway and won the 10 mile pro. race. He entered the
 race because he knew the sound N. S. U. to be dependable.

The perfect construction, the feeling of secureness and
 the wealth of power helped him to victory.

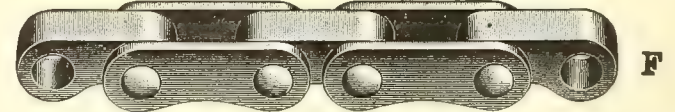
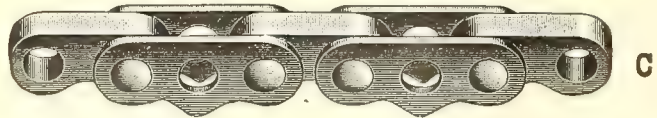
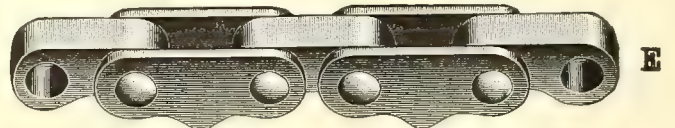
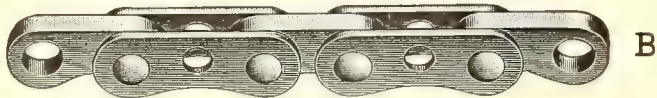
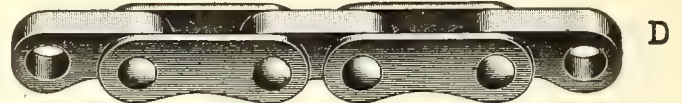
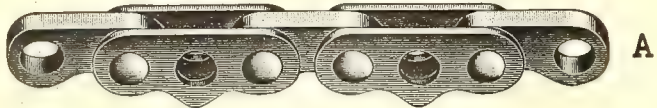
No lightened-up special; just a plain stock N. S. U.
 motor did the trick.

Write to-day for catalogue.

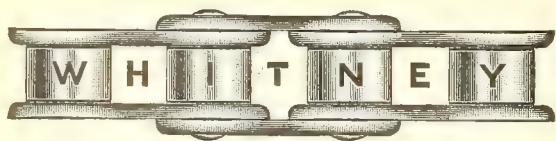
N. S. U. MOTOR COMPANY
 206 West 76th Street NEW YORK CITY



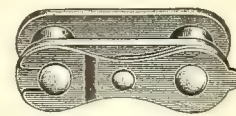
"Whitney" Chains are made in one of the most modern of American fire-proof factories.



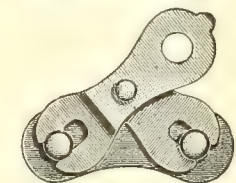
If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



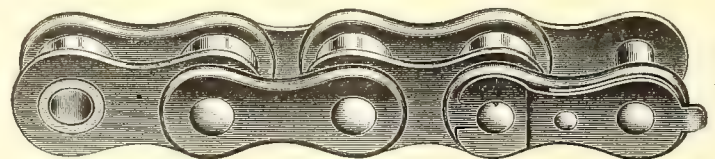
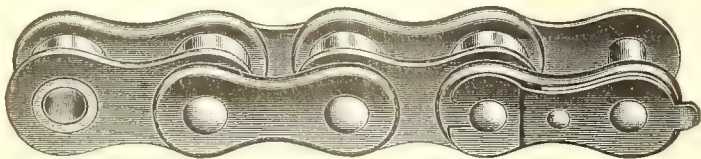
INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
 For Motorcycles, Etc.



New Patent
Safety
Connecting
Links



For Bicycle and
Motorcycle Chains



THE WHITNEY MFG. COMPANY
 Hartford, Connecticut

A Striking Demonstration

OF THE ROAD RIDING QUALITIES

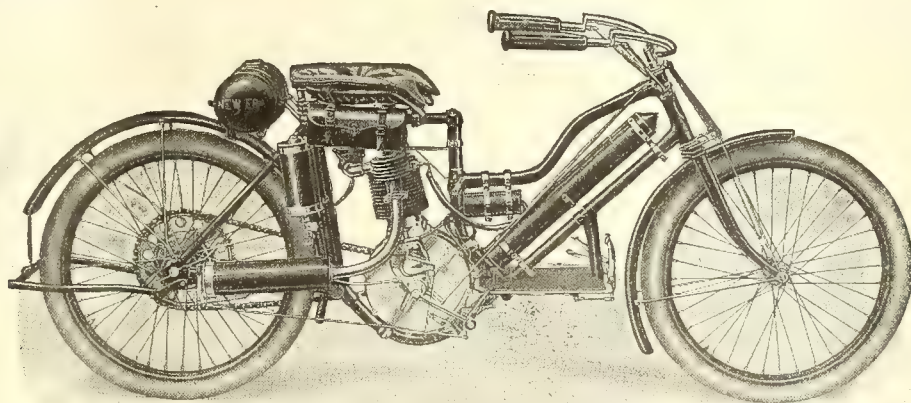
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NEW ERA AUTOCYCLE

In the F. A. M. Endurance Run—Cleveland to Indianapolis

ONE PERFECT SCORE—One Score of 975 Points

No New Era rider had to push his machine at any point through the 378 miles of the most gruelling contest conducted by the Federation.



(Patent Pending)

Two Speed Gear and Free Motor Worked Perfectly

The New Eras were ridden through miles of sand, and climbed every hill on the course, while scores of other riders were compelled to dismount and push their machines.

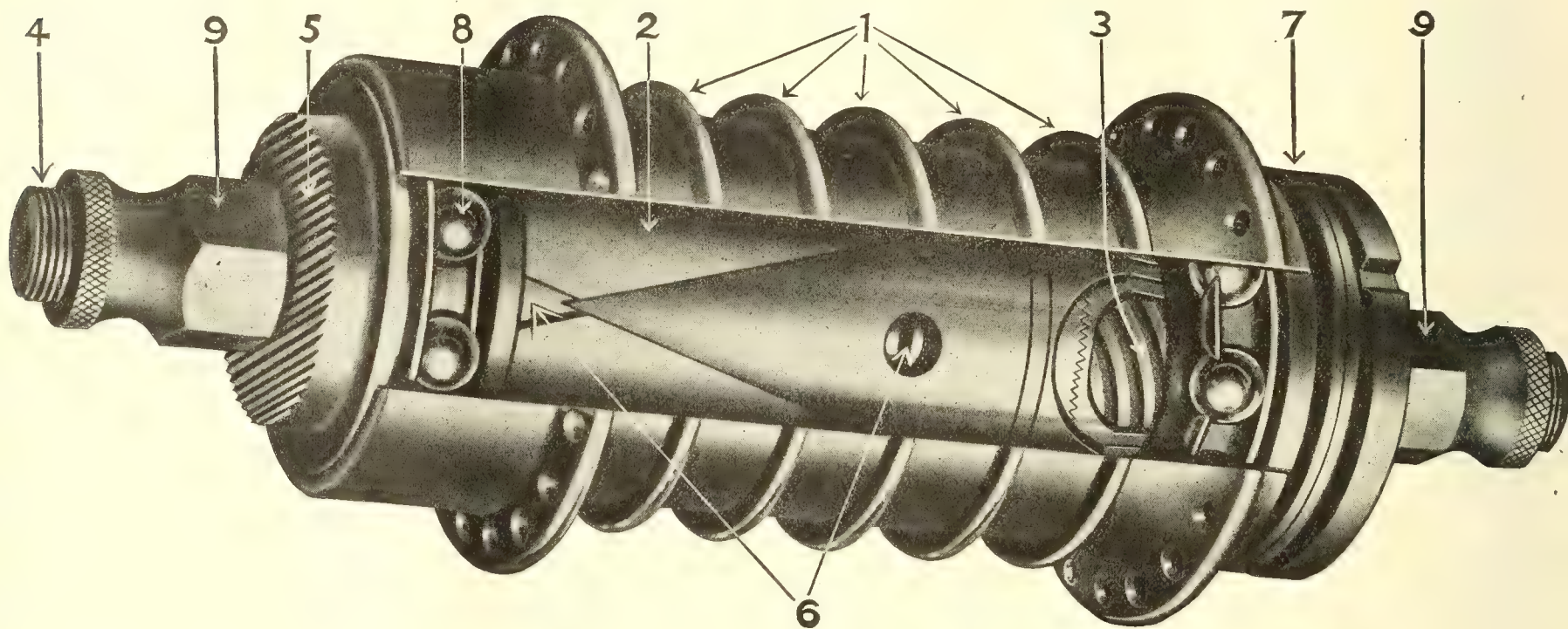
Comfort, Endurance and Dependability

These are the most striking characteristics of the New Era. If you are live and progressive you will write for our agency proposition.

NEW ERA GAS ENGINE COMPANY

2 Dale Avenue, DAYTON, OHIO

THE MUSSELMAN MOTORCYCLE COASTER BRAKE



Notice the Ten Points of Superiority

No. 1.—**COOLING FLANGES** which add over $13\frac{1}{2}$ square inches of cooling surface, making the total surface 42 square inches, making it impossible to overheat this brake. These cooling flanges also add an enormous amount of strength, barring any possibility of rupturing the shell in applying the brake, as is common with other hubs.

No. 2.—**BRAKE SHOE**.—Our construction permits a very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges.

No. 3.—**SHORT PITCH**. $\frac{5}{8}$ inch pitch. This is a very short pitch and gives one as good a leverage in applying the brake as a lifting jack. This leverage with our ample brake shoe gives you a power great enough to stop an automobile.

No. 4.—**LARGE AXLE**. 9-16 inch in diameter; strongest made. No danger of this axle bending or giving away under any condition.

No. 5.—**NO ARM**. This principle with our corrugated face on left stationary cone does away with building our brake with an arm. Arms or eccentrics create an undue leverage on rear forks, which is a common cause of trouble in other styles. Our construction causes the pressure when brake is applied of an end pull on rear forks and end push on the rear stays, making it impossible to break your rear forks.

No. 6.—**GREASE CHAMBER**. Our brake is built with a grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease for keeping the hub automatically lubricated for a season.

No. 7.—**CHAIN LINE**. Our sprocket set is fitted with two chain line rings; these with the straight and offset sprocket will give you seven chain lines, running from $2\frac{1}{8}$ inches to $2\frac{1}{2}$ inches, making it unnecessary to order special hubs for certain motorcycles.

No. 8.—**LARGE BALLS**. $\frac{3}{8}$ inch steel balls are used throughout, making the chance of broken balls infinitesimal.

No. 9.—**LONG STRONG AXLE NUTS**, built so as to accommodate any kind of stand.

No. 10.—**NO DRAG OF PARTS**. The principle of this brake is the same as the famous Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times, whether driving or being pulled by the motor. This is true only of the Musselman Coaster Brake.

DIMENSIONS.—MODEL A.—FOR BELT MACHINE.

Length over all outside cones, 6 inches.

Chain Line—Straight Sprocket, $2\frac{1}{4}$, 25-16, $2\frac{3}{8}$ inches.

Offset Sprocket, $2\frac{1}{8}$, 23-16, $2\frac{1}{4}$, $2\frac{3}{8}$, 27-16, $2\frac{1}{2}$ inches.

Drilled for 36 and 40 Holes.

Width of Flanges, $3\frac{1}{2}$ inches.

Sprocket, 3-6, 10 to 12 tooth, inclusive.

FOR FURTHER PARTICULARS WRITE TO

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, August 21, 1909.

No. 22

COASTER BRAKE PRICES TO RISE

New Schedule Goes into Effect on First of September—Retail Buyers not Affected by the Advance.

Coaster brake prices are scheduled for a substantial raise on September 1st, all of the licensed coaster brake manufacturers having given notice that their figures will be advanced on that date.

This action, which is made possible by the high degree of harmony which the licensed makers have attained among themselves, comes as a shock to retail dealers, whose profits are somewhat lessened, but hits hardest the manufacturer of motorcycles whose every machine requires a device of this character. Those cycle manufacturers who offer coaster brakes as a feature of the equipment, likewise are compelled to face a greater annual expenditure for this item than ever before, and even the jobbers, their profit per brake remaining the same in actual amount, will receive a smaller percentage of net profit on the larger money investment required. Only the retail buyer seems so far to have escaped under the terms of the intended advance, as no change in the retail prices has been indicated.

As the new prices mean a net increase of about 50 cents in the cost of the equipment of every motorcycle they produce, the motorcycle makers naturally are the most indignant and rebellious over the new schedule, and at least one of the large producers is known to have remarked that the increase may induce him to manufacture his own brakes in the future, and one not of the coaster brake type. The dealer's profit on the motorcycle brake is correspondingly reduced, through a \$1 raise on the price to him without any increase of the retail price, and motorcycle front hubs have been advanced 20 cents. On the cycle brakes the price to the dealers has been raised 15

cents apiece, but front hubs to match remain at the old figure. Many dealers no doubt will advance their charge for "setting up" a brake, to cover the increased cost to them of the brakes themselves.

Hendee to Open Branch in London.

Having paved the way by demonstrating the worth of Indian motorcycles in open competition in Great Britain, the Hendee Mfg. Co. has leased quarters on Great Portland street, London, West, immediately adjoining the N. S. U. store, which will be opened October 1st as the foreign branch of the Hendee Mfg. Co. and from which the bid for British business will be directed. The branch will be in charge of W. H. Wells, who, in a letter conveying this information, adds: "They are now beginning to open their eyes over here and have come to the conclusion that Americans can build some pretty good machines and that the wonderful tales of their winnings and fast times in America are not all wind."

Seabrook, of London, Visits New York.

Percy B. H. Seabrook, of Seabrook Bros., London, who already handle several American accounts, arrived in New York on Saturday last to consult with his American connections and also with an eye open for American novelties and specialties. He brought with him a three-speed bicycle gear in which he hopes to interest some American house. During his stay, Mr. Seabrook will make his headquarters at Hotel Earlington, New York.

Haverford Plans a Detroit Branch.

The Haverford Cycle Co., of Philadelphia, who also maintain a branch in Buffalo, and who figure extensively in the bicycle and motorcycle business in both of those cities, is making ready to establish a store in Detroit. During the past week, the Haverford principals and branch managers met for a general conference at Atlantic City, where there mixed a lot of pleasure with the business.

COLONEL POPE'S MANY BEQUESTS

Deceased Manufacturer's Will Filed for Probate—Large Share of His Wealth Devised for Philanthropy.

The will of Col. Albert A. Pope, who died on the 10th inst., was filed for probate in the Norfolk probate registry at Dedham, Mass., on Saturday last. The bequests are numerous, there being fourteen public bequests and a large number of private bequests. They consist of shares of stock in the Pope Mfg. Co. The remainder is so left in trust that annuities will be paid to the widow, to the sisters of Colonel Pope and to other relatives named. The par value of the stock which is given in public bequests is \$21,000.

Eighty shares of stock, the equivalent of \$8,000 at par value, are given to the trustees of the Pope Memorial Church at Cohasset, Mass. The income is to be used at the discretion of the trustees, but if current expenses can be paid otherwise the income is to be used for the purchase of new equipment, for making unusual repairs or anything to make the church work more efficient. The church was erected in memory of Charles Linder Pope, Colonel Pope's son.

Ten shares of stock are given to each of the following thirteen charities: Boston Young Men's Christian Association, Boston Young Men's Christian Union, New England Home for Little Wanderers, Associated Charities of Boston, Parker's Boston Helping Hand Mission, provided George W. Parker be in charge at the time of Colonel Pope's death, Massachusetts Society for the Prevention of Cruelty to Children; Howard Benevolent Society of Boston, Fresh Air Fund, Library Fund of the Massachusetts Commandery of the Military Order Loyal Legion of the United States, Boston Floating Hospital, Lincoln Memorial University, Cumberland, Tenn.,

Berea College, Berea, Ky., and the Boston Institute Seashore Home.

In the private bequests Mrs. Pope is left all household goods, effects and furnishings, including gold and silver plate, art objects, books, clothing, etc., at Cohasset, Boston and other places; and she is to have the life use of any house in Boston or elsewhere. Ten shares of stock are given each to James E. Guigley, to the nieces and nephews and grandnieces and grandnephews, to Florence McCall of Brooklyn, N. Y., who is Mrs. Pope's sister, to her four children, to Marion Pope Gillette of Hartford, to Rev. Charles H. Pope of Boston, to Rev. William M. Meserve, of San Francisco, an old army com-

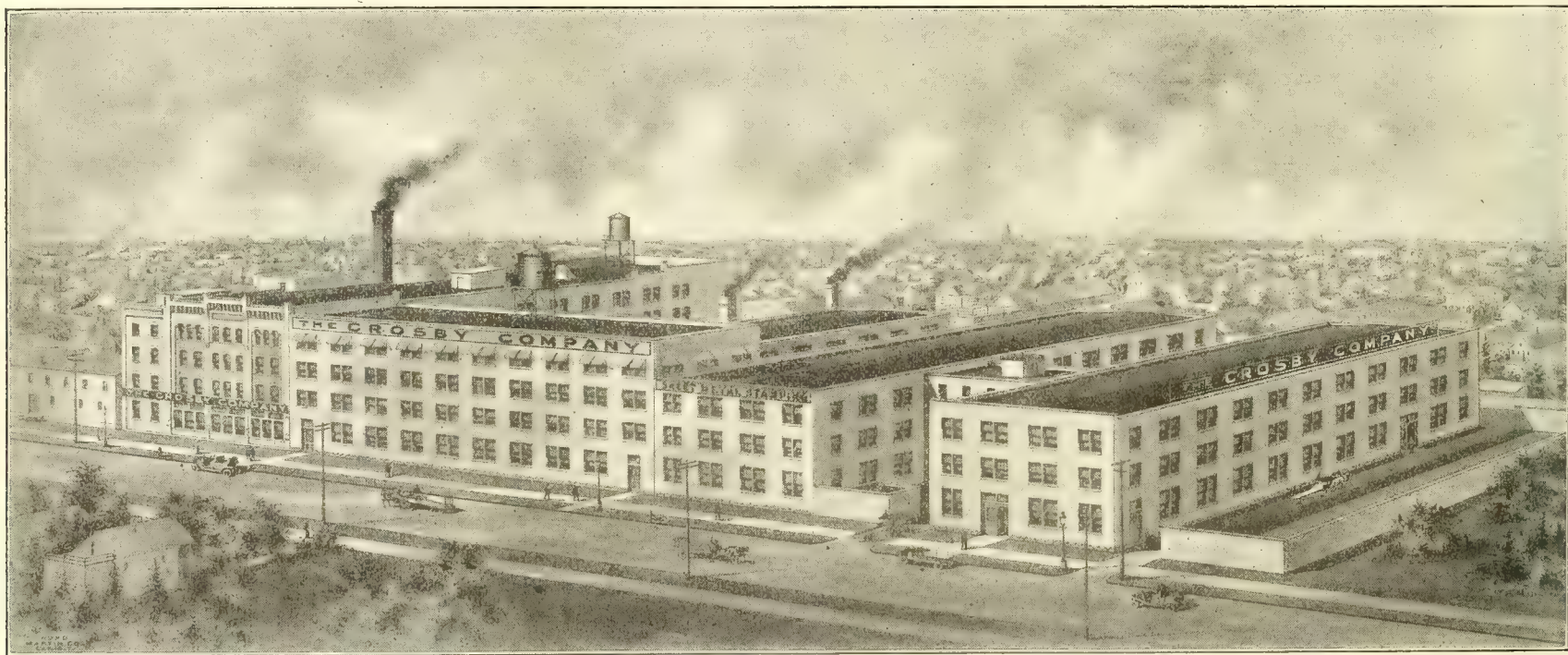
CROSBY PLANT TREBLED IN SIZE

Big Additions to the Factory at Buffalo Completed—Marvelous Growth of the Stamped Parts Industry.

Nearly trebling its capacity, additions to the manufacturing plant of the Crosby Co., Buffalo, N. Y., just have been completed, its present appearance and general proportions being shown by the accompanying picture. That it will add greatly to the facility for producing the stamped parts, for which the company so long has been famous in the cycle trade, goes without saying.

point has furnished a basis for supplying manufacturers of not only bicycles, but automobiles, cream separators, lawn mowers, and many other and equally varied products with important component parts, all cut and pressed from the plain sheet stock.

A recent acquisition, incident to commercial growth, was the purchase of the entire capital stock of the Charles E. Hall Co. The factory equipment of this company shortly will be moved into one of the new buildings of the Crosby Co., increasing the working force of the plant from 390 to 470 hands. The newly completed factory additions have increased the total floor space from 45,000 to 132,000 square feet. The



VIEW OF FACTORY OF THE CROSBY COMPANY AT BUFFALO, N. Y.

rade, to Mary A. Pope of Lincoln, and to Alfred R. Cross, head gardner.

The trust estate is left to the sons, Albert L. Pope and Harold L. Pope, with Robert L. Winkley and Charles E. Gross as trustees. Mr. Winkley was formerly in charge of the publicity department of the Pope Manufacturing Co. By the terms of the trust the widow is to receive an annuity of \$12,000 for life; the guardian of Ralph L. Pope is to receive for the support and education of the boy until he is 21 an annuity of not exceeding \$2,000, the sisters of Col. Pope, Adelaide L., Emily F., and C. Augusta Pope, all of Boston, are to receive each \$2,500 a year, on the death of one, \$3,000, and on the death of two, \$4,000 a year to the survivor. Mrs. Louis A. Pope of Newburyport, Mass., and Ella F. Pope are each to receive \$1,000 a year, each child is to receive \$3,000 a year with \$1,000 increase after the age of 21, and the grandchildren are to receive \$1,000 until 21, and \$2,000 thereafter.

The will is dated June 16, 1905, and the executors are the widow, the sons, Albert L. and Harold L. Pope, a cousin, D. W. Pope, and Robert L. Winkley, who formerly was Colonel Pope's personal secretary.

It was something like a dozen years ago the Crosby Co. was formed, with William H. Crosby as president and William H. Hill, treasurer, and both men still are in absolute control, though the business has grown to far larger proportions than originally were contemplated. Crosby formerly had been at the head of the Spalding Machine Screw Co., of Buffalo, and he brought to the new enterprise sundry ideas which he had worked out for himself and which he thought merited the development which only a specialist can give. His judgment proved sound and the sheet steel stampings which were produced at the modest little first plant, proved of so unusual a quality that the business commenced to grow from the very beginning.

It was no small triumph when it became possible to demonstrate to skeptical manufacturers that the races for ball bearings could be formed out of sheet metal, so rigid and true that they were perfectly fit to supplant those turned from the solid bar stock. Once they had been "shown," however, the cycle people were not slow to appreciate the advantages and economies of the Crosby process and the Crosby product. Continued expansion from that starting

equipment is largely of a special nature, including many original contrivances for carrying out processes which in themselves are little short of marvelous. Power for the machinery is supplied from the neighboring Niagara Falls through the medium of electric current. In addition to the principal work of the factory one department is devoted to autogenous welding.

Magnetos for All the New Indians.

Battery ignition will cease to be applied to Indian motorcycles after the current year, the Hendee Mfg. Co. having decided to make the Bosch magneto the standard equipment of their entire line. In announcing the fact, the Bosch Magneto Co. state that the Hendee order, which has been placed with them, is the largest by several thousand that ever has been given for motorcycle magnetos.

Change in Wilson Trading Company.

Charles T. Wilson has purchased the interests of his father, Andrew Wilson, in the Wilson Trading Co., New York. The elder Wilson will not wholly disassociate himself from the business, but expects to relieve himself of most of its cares.

IMPORTANCE OF THE PISTON RINGS

Their Design and Fitting a Vital Element in Securing Compression—Quality of Their Material a Factor.

Compression, the vital requisite necessary to power production in an internal combustion engine is largely dependent on the design and fitting of the piston rings.

Cylinders and pistons may be finished to an absolute and perfect fit, and valves ground until they withstand the gasoline test for hours, but all this painstaking effort in the pursuit of a gas tight chamber will be largely minimized if the material and labor expended on the rings is of a low standard. Leakage past the rings will be more noticeable with high compression and low speed engines for the reasons that an increase in compression carries with it a corresponding rise in explosion pressure, and a greater loss of gas, while if the rate of piston travel is low also, it means a longer period for the escape of a portion of the charge.

One of the most important elements involved in the construction of piston rings is the selection of a fine quality of material, for although they usually are made of cast iron, there is a wide difference in the texture, elasticity and wearing properties of the several compositions. The castings from which the rings are turned usually are in the form of a tube, from four to eight inches long. To allow for the difference in diameter between the cylinder and piston and to secure a firm pressure on the cylinder walls, rings are turned to a larger diameter than the bore.

Several forms of joints are in use, the diagonal, and stop or overlap cuts being most generally employed. When the engine is hot and the ring ends are closed the diagonal joint holds very well, but the overlap union would seem to be superior, as its tightness is not dependent on temperature, since the parallel fingers or ends always are in contact.

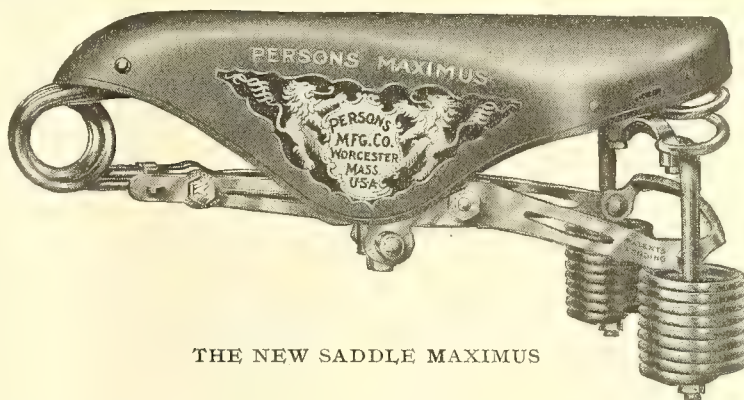
Rings are turned in two patterns, eccentric and concentric, the former type being in more general use. The eccentric ring is thickest opposite the split, the latter being its thinnest part, and this form is claimed to give an equal wall pressure with minimum fitting. When the rings are concentric, they are "peened" with a peen hammer, by tapping the inner surfaces at equidistant points. This process compresses the metal, and by changing the point of impact, the ring may be shaped in or out as occasion requires, and the amount of wall pressure regulated. The spring tension must be equal all around the cylinder, as

owing to the high piston speed of motorcycle engines an unequal or excessive pressure of the ring would result in abnormal power loss.

To be tight the rings must press against the top and bottom of the groove alternately, depending on the direction of piston travel, but must not bear against the inner wall of the grooves; this is provided for by making them deeper than the ring thickness. In some cases pins are inserted in the grooves to prevent the ring joints working in line and affording a direct outlet for the gas.

New Features in Persons Saddle.

On the strength of an observed tendency to return to bicycle frames of greater height than have been the rule, the new saddle Maximus, which the Persons Manufacturing Co., Worcester, Mass., has just announced for 1910 consumption, has been made lower than in previous years. The



THE NEW SADDLE MAXIMUS

saddle has a number of distinct and separate improvements in addition to this particular new feature. The announcement is further extended by the statement that patent claims on the rear compound springs, the tilting security clamp, which holds the frame at two points, and the new spring stop, by which the front spring may yield to blows without passing its proper position on the return—all of which are original Persons features—have been allowed and will be issued shortly.

The low hung position of the new model is obtained in the rear by having the trusses dropped from the clamp to the extension springs at an angle of 35 degrees. At the forward end the double springs are lowered as a result of having their arms set between, instead of over the trusses. Besides securing perfect alignment, the new system dispenses with both the truss block and truss lug, formerly employed. While the front springs have coils of the same size as formerly they are considerably more resilient, having a pivotal connection on the cross bolt which allows them to drop bodily if subjected to a heavy shock, instead of working only at the top. In addition to this, provisions against the spring rising above their normal position is made in the form of a stop, which is placed in position in the frame under considerable tension, they return instantly to their normal shape, if forced downward, as soon as the excessive pressure is released.

MINIMIZING THE CARBON DEPOSIT

How to Lessen an Evil that Cannot be Eliminated—Important Bearing of the Quality and Use of Lubricants.

Although almost endless complaint is heard of the difficulties resulting from the presence of carbon deposit in the cylinder, it is rather a melancholy fact that this is one of the necessary evils of gas engine practice. Under all other circumstances, practically speaking, the use of a proper grade of lubricant involves no unpleasant after effects. The difficulty in the case of engine oil is the high temperature. As an oil expert recently phrased it:

"In practice the heat generated in gas engine cylinders is sufficient to cause all oils to evaporate and burn to a greater or less extent. In evaporating and burning the hydrogen is driven off by the heat, leaving the carbon to precipitate or pass off with the exhaust. There are no oils that will not deposit carbon when they burn, and no oils that will stand the high temperature at the point of explosion without burning."

In other words, just as wood or coal when burned leaves behind a residue in the form of ash or cinder, so oil when burned leaves a remainder in the form of carbon deposit. Only, as a result of the peculiar conditions of high temperature and pressure under which the burning takes place, the deposit which the oil leaves is of very much the same nature as the coating which remains on the grate bars of a furnace which has been in use for a long time.

As there is no way of doing away with the evil altogether, it is evidently necessary to take the greatest pains possible to prevent any excessive formation of the carbon crust. The use of only the best oil, such as the maker of the machine has proved by experiment to be the most suitable for his particular product, and adjustments such that exactly the right quantity shall be fed at all times, are the best that can be done in starting the new machine on the road. A little carelessness, however, may result in starting the mount wrong, that is, causing an undue formation of deposit at the outset, in consequence of which it will be apt to misbehave.

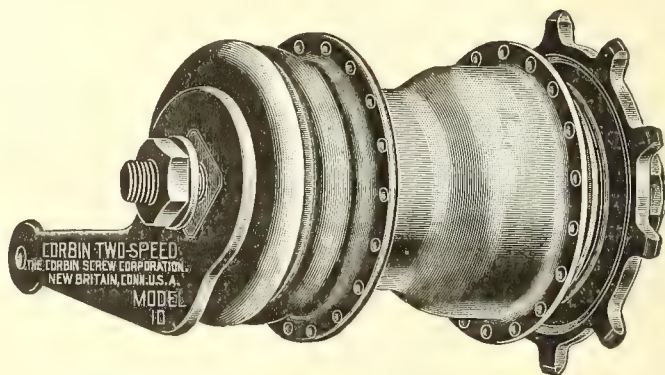
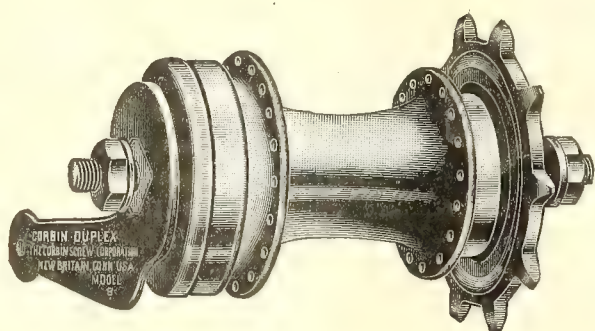
Brandt and Surre Return from Coast.

J. W. Brandt, of the Troxel Mfg. Co., Elyria, O., returned last week from a trip to the Pacific Coast, which carried him as far as Seattle. It was his second journey of the sort since the first of the year, in the interests of Troxel saddles, and as he doubled the business on his recent visit, that he brought home a fat order book and a smiling countenance goes without saying. He had as a traveling companion, W. J. Surre, of the Continental Rubber Works, who also ran a finecomb over the territory.

There never was a time or an event in
which

The Corbin Product

did not give a good account
of itself.



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NEW BRITAIN, CONN., U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

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Address us at P. O. Box 649.

NEW YORK, AUGUST 21, 1909.

COL. ALBERT A. POPE

In Memoriam and for a Memorial

To characterize the late Col. Albert A. Pope as a Captain of Industry is to do scant justice to his achievements and pay poor tribute to his memory. To be a captain of the sort, there first must be an industry to be captained. Col. Pope built the bicycle industry; he laid its foundations; he upreared the structure; he was at all times the master builder.

It is easy to create, or rather to conceive an idea, but it is carrying the idea to fruition that makes it of value—that calls for the qualities of the real man and the real leader. The Colonel proved himself possessed of all of them. He blazed the way and when the way is blazed, it is easy to follow. Col. Pope never followed; he never faltered; he always led.

His faith in the bicycle was sublime; he proved his faith by his works; and though now it may be a custom to sing small of the bicycle, the fact remains that nothing has arisen to take its place. It still is the most compact, most accessible and most

economical means of locomotion known to man.

It gave us the pneumatic tires now so necessary to physical comfort and well being; it gave us the first good roads that made road travel agreeable, and lest we forget, never should it be put out of mind that it was Col. Albert A. Pope who led the great movement for better roads, who almost alone poured his wealth into it without stint, and who was never turned from his purpose or his beliefs in the far reaching effects of the movement. It was an uplifting movement, one that literally lifted hundreds of thousands out of sloughs of despond, that added value to property, that brought cheer where cheerlessness had prevailed, that smoothed the way of countless millions. It was a great work—a work that justly entitles Col. Pope to rank as a public benefactor; it was perhaps his greatest achievement.

What matter if it had for its purpose the sale of more bicycles? It was not conceived in narrowness, nor carried out in selfish or in niggard fashion. Many years before, at the time when Col. Pope was furnishing the funds and legal talent to establish the right of the bicycle to the free use of the roads, the plaint that he was inspired by selfish motives—by a desire to sell more Columbia bicycles, reached him.

"Yes," he declared, with the tremendous energy of which he was capable. "Yes; it will help sell more Columbia bicycles, and it is bicycles I'm thinking of, not Columbias."

The declaration was characteristic of the man and of his works. Always was he bent on enlarging the sphere of the bicycle; and as he sowed, so he reaped; but he reaped not alone. The harvest was for all; he merely obtained a share, though he alone had sowed. No man, either here or abroad, gave even a tithe of the time and wealth and energy that Col. Pope expended in the development of the bicycle and good roads. It is doubtful if any man in any field of industry ever gave so freely for its furtherance.

The world has been bettered by the lives of many men, but not advanced thereby.

But the existence of Albert Augustus Pope not merely bettered the world, but moved it—moved it upward and onward; because he lived, it is further ahead.

While he sleeps the long and peaceful sleep that knows no waking, it is not meet that such a life, such a purposeful life, a life filled with such great achievement, a life that denoted a new era, if not an epoch—it is not meet that such a life should pass without enduring mark.

In the city of Hartford, Conn., which owes so much to Col. Pope and his industry, there is a park which bears his name, a park, a breathing place, which he gave to the city. It is a fitting spot on which to rear the mark—a memorial which shall endure for all time as the symbol of a life gloriously lived, as a monument to a Master Builder, and as an inspiration to the youth who may see it or hear of it.

For the purpose of such a memorial, the *Bicycling World* pledges itself in the sum of \$100. It will receive subscriptions of any amount from any source and will form part of any committee, or turn over such funds to any committee which may be formed to carry the suggestion to consummation.

Let each give according to his means. But let the monument be worthy of the man—for he was indeed a man.

On the theory that anything is possible, it may be possible that Fred Willis, the new president of the F. A. M., will lend himself to the infamous suggestion that in defiance of its own rules and its alliances, the F. A. M. will permit a team of American amateurs to be sent abroad to compete with the English professionals and permit them to remain amateurs on their return unless the A. A. U. "gets wise" to such a breach of trust and such a disreputable violation of amateurism and flagrantly unfair dealing—it may be possible that Willis will become a party to such a contemptible proceeding, but we do not believe he is a man who will countenance the resognition of a rider who was professionalized by the F. A. M. and who for repeated offenses was permanently ruled out of competition. We believe Willis's election marks a renewed era of square dealing and respect for rules and alliances.

CORRESPONDENCE

Short-Circuiting the Magneto.

Editor of the Bicycling World:

On my 3½ horsepower machine I use a Bosch magneto. Could you inform me through the columns of the Bicycling World whether any harm would come from short-circuiting the current from the magneto in order to use the engine compression as a brake? Also tell me the best place to connect up a magneto outside switch. I don't think most switches will hold the high tension wire.

JAMES D. SPECK, Philadelphia, Pa.

[There is no objection to short-circuiting the magneto in order to stop the spark, provided the short-circuit is introduced into the primary circuit. This is precisely the way in which the makers provide for checking the spark. At the back end of the magneto, just over the contact-breaker, is a terminal screw to which a wire may be attached. At this point connection is made by means of a flat spring with the valve lifter, when the valve is raised, and the effect of the mechanical contact is to short-circuit the primary. Another way of doing the same thing, but without raising the valve is to connect an insulated wire to the terminal screw and lead it to a switch, the other side of which is connected to some metallic part of the machine. When the switch is closed the spark will cease because the primary is short-circuited or "grounded." It would be a mistake to attempt to short-circuit the secondary, or plug circuit. The switch would be likely to give a great deal of trouble.]

The Lallement Bicycle Claim.

Editor of the Bicycling World:

I have, of course, read with interest your sketch of Col. Pope, but when you speak of the Lallement claim you repeat a common error which is of no business consequence now, yet for the sake of the truth of history ought not to go uncorrected. You say that "the first bicycle, as every cyclist knows, was produced by Lallement, a Frenchman, who invented the crank and pedal action."

Not so. Lallement did not invent that; or, if he did, the invention was public property before the application for his patent of 1866. The explanation why the patent was not broken is simple. During the bone shaker mania of about 1869-70, the carriage makers who engaged in it were too busy chasing a large though transient profit to bother about fighting patents; then the whole subject lapsed out of mind until the high-wheeled bicycle came in, about ten years later. The McKee & Harrington case failed, because bunglingly handled; then, during the remaining term of the patent, there remained the fact which proved Col. Pope's strongest hold as a patent owner: no one firm in the business was

able and willing to devote itself to pulling the chestnut out of the fire for the benefit equally of all the rest.

How do I know the patent could have been broken if ably and persistently fought? For several reasons, on which I will not enlarge, but in good part because I myself saw the bone shaker, with pedals and "oppositely projecting cranks," ridden in public in Brooklyn, in a hall on a site now occupied by municipal buildings. This was in the winter of 1864-5, and before Lallement drifted over to this country. How I am sure of the fact—and particularly, how I know the year—would take considerable space to explain; suffice it that I do know both.

It is all gone by now, but I have long thought that Col. Pope himself came afterwards to believe that patent could never have stood real sifting.

JULIUS WILCOX, Bronx, N. Y.

Queries from a Motorcyclist.

Editor of the Bicycling World:

(1) Can you give me the names of manufacturers of leather tire protectors for motorcycles, and the prices of same? (2) Is there any way to lengthen an Indian exhaust valve stem, which has become worn down? (3) What is the cost of membership in the F. A. M., and to whom should I apply for information?

SUBSCRIBER.

[(1) Leather repair sleeves for motorcycle tires are made by the H. F. Mesinger Mfg. Co., 1801 First avenue, New York City, from whom all desired information can be obtained. (2) A valve stem can be lengthened by brazing a piece on the end. (3) Two dollars is the cost of F. A. M. membership; the secretary is Le Roy Cook, Broadway and Seventy-sixth street, New York City.]

Fright, not Money, Made the Mare Go.

Born and raised in the pastoral quietude of rural Indiana, the mare which F. G. Stuck was leading to the city from the rear of his buggy, took such fright upon seeing a motorcycle that she climbed in the back of the buggy and tried to hide under the seat, injuring Stuck about the head and shoulders in her ungainly scramble. Stuck thinks it is the motorcyclist who should be stuck for the damages, and accordingly he has filed suit in the Indianapolis court for \$500 against Frederick Patterson, the rider.

Speed Brings Death on Riverside Drive.

Fred Decker, of 44 West 135th street, was instantly killed while racing on Riverside Drive, New York, during the very early hours of Saturday morning last, 14th inst. Decker was in company with another motorcyclist, and according to reports was going so fast that he was yelled at by a policeman, which caused him to turn his head and crash into a tree, death resulting almost instantly.

COMING EVENTS

August 28, Newark, N. J.—New Jersey Motorcycle Club's race meet at Olympic Park; open.

August 29, Brooklyn, N. Y.—Century Road Club Association's annual veteran's century run to Sayville and return; open.

August 29, Valley Stream, N. Y.—Empire City Wheelmen's 15 miles first unpaced road race; open.

August 29, Brooklyn, N. Y.—Century Road Club Association's annual veterans' reunion and century run; open.

September 2, Detroit, Mich.—Detroit Motorcycle Club's race meet on State Fair Grounds track; open.

September 2 and 3, Des Moines, Iowa—Motorcycle race meet at fair grounds track; open.

September 4, 5 and 6, New York City—Harlem Motorcycle Club's annual fall run to Atlantic City and return; open.

September 6, Rahway, N. J.—Pierce Cycle Club's sixth annual 25 miles Rahway Furniture handicap road race; open.

September 6, La Salle, Ill.—Illinois Valley Motorcycle Club's first annual race meet at fair grounds track; open.

September 10, Lowell, Mass.—Motorcycle road races in connection with the Lowell automobile carnival; open.

September 12, New York City—Century Road Club of America's pleasure trip to Rye Beach and return; open.

September 13, Topeka, Kan.—Topeka Bicycle and Motorcycle Dealers Association's race meet at fair grounds track; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of \$1 per inch.]

The Greatest Event of the Year
CENTURY ROAD CLUB OF AMERICA
50 Miles Pleasure Trip to Rye Beach,
N. Y. and Return,
SUNDAY, SEPT. 12, 1909,
Starting and finishing at Columbus Circle,
New York City.

SPECIAL FEATURES—1, Silver loving cup to club with largest number of starters; 2, Silver loving cup to club making best uniform appearance; 3, Silver loving cup to "out of town" club with largest number of starters; 4, A special division for ladies; 5, Three divisions for gentlemen; 6, 25 silk sashes for pacemakers, couriers, etc.; 7, 3 miles handicap road race, N. C. A. sanction; 8, A ½ mile slow race; 9, Coasting contest; 10, A handsome gold enameled souvenir pin to participants; 11, New York Evening Journal Rye to N. Y. Marathon course; 12, ENTRY FEE, FIFTY CENTS.

Entry blanks can be obtained from GEO. HAUSENBAUER, 940 Atlantic Ave. Brooklyn, N. Y.

LAWRENCE IS AMATEUR CHAMPION

Rough Riding Mars Final and Deciding Race in the Series—Anderson Beats Both Kramer and Clarke.

Never in the history of the sport has an amateur championship or any other championship for that matter, been so bitterly fought as was the five miles championship at the Newark (N. J.) Velodrome on Wednesday night, 18th inst. The race, however, was marred by rough riding, as a result of which Louis Owens, of the National Turn Verein Wheelmen has been indefinitely suspended. Percy Lawrence of the Roy Wheelmen is the new amateur champion, and it is now reasonable to suppose that the National Cycling Association will turn that young man into a professional, since he has achieved the purpose for which he was brought all the way from the Pacific coast, that he might win the national amateur championship in order that he might secure a profitable contract with the six days race managers. It long has been known that Lawrence's given name should have been spelled "Pursy," so far as it applies to amateur events.

Thanks to Manager J. M. Chapman, more than 500 newsboys had a very strenuous time of it. They were the guests of the management and they made the regular "fans" feel like imitation "rooters" when there was any cheering to be done. Manager Chapman put up a cash drawing for the boys, four prizes being awarded to the holders of the four tickets bearing the lucky numbers.

The five miles race for the amateur championship was the last in the series and it was the deciding race, as before the race Lawrence had 12 points to his credit, Magin had 11 points, and Ernest Jokus and Clarence Carmen were tied with 10 points each. Carmen was still in the hospital with a dislocated hip, but it can be seen that a victory for either Magin or Jokus would shut Lawrence out. Usually the 5 miles championship is run as one race, but Referee Kelsey anticipated that there would be plenty of rough riding, so he ordered that it be run in half mile trial and semi-final heats. Magin, Hollister, Jokus, Passenger, Lawrence, Owens, Peer and Henry Vanden Dries qualified in the trial heats. Magin and Passenger won the first semi-final and Lawrence and Owens got in the second semi-final heat, Peer and Owens making it a sensational one by giving Lawrence a very rough ride.

In the final heat Owens, Passenger and Magin rode like crazy riders. Although the distance was five miles they started to mix it the very first mile. Magin had Lawrence's wheel and Passenger butted him off, evidently a retaliation for Magin's efforts to shut Passenger out of the semi-final heat and allow Jokus, his club mate, to

qualify, a scheme which, by the way, failed to work. On the last lap of the first mile Passenger rode high on the bank in an attempt to go to the front. That is when Magin began his rough riding. They raced around the track, bumping each other, until both went down in a crash on the backstretch. Owens, who was behind these two on the pole, was unable to avoid Magin, and he rode directly into his club mate. Owen's pedal struck Magin, inflicting a deep wound in his temple, and he was carried to the training quarters unconscious, being later taken to his home by Frank Kramer in the latter's automobile. Law-



PERCY O. LAWRENCE

rence was in front at the time, thus avoiding a spill. Lawrence continued and, of course, won the race. Owens and Passenger remounted and rode the race out for second place, the former winning. He was then suspended indefinitely, but it was the opinion of the crowd that all the others who rode roughly should have been shelved at the same time. By winning the race Lawrence has won the National championship with 17 points. Magin was given one point for fourth, although he did not finish, which places him in second position with 12 points, while Jokus and Carmen are tied for third place with 10 points each.

Tabular Summary of Amateur Championship Series.

Rider and Club.	Distances						Total Pts.
	$\frac{1}{4}$	$\frac{1}{3}$	$\frac{1}{2}$	1	2	5	
Percy O. Lawrence, Roy W., New York.....	5	0	1	3	3	5	17
Jacob Magin, National T. V. W., Newark.....	3	5	3	0	0	1	12
Ernst Jokus, National T. V. W., Newark.....	0	3	0	2	5	0	10
Clarence Carmen, National A. C., Brooklyn.....	0	0	5	5	0	0	10
Louis Owens, National T. V. W., Newark.....	0	2	0	0	0	3	5
Joseph Passenger, unattached, Newark.....	0	0	0	0	2	2	4
Wm. Vanden Dries, New York A. C., New York...	2	0	0	0	0	0	2
Jerome Steinert, Roy W., New York.....	0	0	2	0	0	0	2
Hy. Vanden Dries, unattached, New York.....	1	0	0	1	0	0	2
Frank Blatz, unattached, Jersey City, N. J.....	0	0	0	0	1	0	1
Michael Jounay, unattached, Nutley, N. J.....	0	1	0	0	0	0	1

A real surprise was sprung when Kramer and Clarke were defeated in the mile scratch. Both qualified, but with nine men in the final, their path was not very rosy. On the last lap Kramer and Clarke were in poor positions. Root appeared to be doing his best to take Clarke up, but eased up and interfered with the Australian. Clarke sprinted and so did Kramer, who was behind him, but after rounding the twelfth pole both of them were switched. Kramer was nearly crowded into the fence, but Clarke managed to squeeze through for fourth. In the mix-up Teddy Billington went down but was not hurt. Anderson won the race with Fenn in second place and Krebs coming in for third money.

As he took the injured Magin home Kramer did not start in the five miles handicap for professionals. Clarke therefore was the only rider on scratch. He closed the gaps at one mile four laps, but coming into the fourth mile he punctured and was out of the running. Fogler rode like a wild man after getting assistance from Root and he won by ten open lengths. Fenn came from nowhere and got second, Menus Bedell third, Anderson fourth and De Mara fifth.

In his match race against Menus Bedell De Mara led all the way in both heats. He won the race rather easily. The summaries:

One third mile handicap, amateur—Won by Henry Vanden Dries, New York (40); second, E. J. Hollister, Salt Lake City (35); third, Joseph Passenger, Newark (15). Time, 0:38.

One mile match professional, between Walter De Mara, San Francisco, and Menus Bedell, Newark—First heat won by De Mara. Time, 3:23. Second heat and match won by De Mara. Time, 3:26.

Five miles National amateur championship—Won by Percy Lawrence, Roy W.; second, Louis Owens, National T. V. W.; third, Joseph Passenger, Newark; fourth, Jacob Magin, National T. V. W. Time, 11:43.

Five miles handicap, professional—Won by Joseph Fogler, Brooklyn; second, W. S. Fenn, Bristol, Conn.; third, Menus Bedell, Newark; fourth, N. M. Anderson, Denmark; fifth, Walter De Mara, San Francisco. Time, 10:03.

One mile scratch, professional—Won by N. M. Anderson, Denmark; second, W. S. Fenn, Bristol, Conn., third, Floyd Krebs, Newark; fourth, A. J. Clarke, Australia. Time, 2:52.

EVEN UP FOR THE CHAMPIONSHIP

Kramer Again a Winner and Ties Clarke in Points—DeMara Wins a Handicap—Passenger Defeats Lawrence.

Frank L. Kramer, of East Orange, N. J., and Walter De Mara, of San Francisco, were the two bright features of the regular meet at the Newark Velodrome Sunday afternoon last, 15th inst. Kramer won the one-third mile National championship and by so doing he is now even with A. J. Clarke in the race for championship honors, each having 16 points. De Mara won the half mile handicap brilliantly and showed by his consistent riding during the afternoon that he will from now on be a prominent contender at the New Jersey track. While he did not score any great success abroad De Mara learned a whole lot there and he certainly is a much improved rider. The disappointment of the meet was the showing made by little Clarke, the Australian. Clarke plainly is "off his feel."

The one-third mile championship race, which was run in four trial heats, two semi-finals, with two to qualify in each heat for the final, did not prove the feature race of the afternoon. Root, De Mara, Clarke and Fenn lined up for the first semi-final heat and the surprise of the large crowd may be imagined at seeing Clarke trail in behind De Mara, or in third position, Fenn being the other rider to get shut out. Kramer and Fogler qualified in the second semi-final, Krebs and Hill getting the hook. The final proved easy for Kramer, Root coming in second, De Mara third and Fogler last.

The three miles scratch race, which also was won by the East Orangeman, was a much better contest as Fenn gave Kramer a hard rub in the final stretch. Clarke also had another touch of the hard luck that seems to be pursuing him, for in a tilt with Fogler the little Australian had so many spokes cut from his front wheel that he was compelled to drop out. It was not intentional; simply racing luck. Kramer defeated Fenn by a half length in a pretty sprint, with Root third and Fogler fourth.

In the half mile professional handicap De Mara certainly made a great ride and he well deserved the plaudits he received. Clarke also put up a good ride, but Kramer apparently back-pedaled to keep from qualifying, it being plain that he wanted to reserve his strength for the three miles race, which came last on the program. Krebs gave Clarke a mighty pull in the final heat, but De Mara had his throttle wide open and opened a gap of three lengths on Mitten at the tape.

Norman Anderson showed rare speed in the two miles invitation, which he captured rather handily.

The defeat of Percy Lawrence in the five miles amateur scratch was one of the surprises, especially as Joseph Passenger

turned the trick. Passenger has been coming along lately, and as a rough rider he is in a class by himself. He gave Lawrence a rough ride and was allowed to get away with it. The result was that Lawrence even had trouble holding his own against John Brennan. In the mile handicap Paul C. Heidrich, of the Roy Wheelmen, proved that he is a comer. E. J. Hollister, of Salt Lake City, finished second.

In the third heat Arthur Balliot, of Allentown, Pa., furnished considerable amusement in the novice race. He had ridden all the way from Allentown on his bicycle to take part in the race. The bicycle itself was a real curio, and Balliot himself looked the part. He had a small gear and his saddle was propped up so high that he could just about reach the pedals, wobbling from side to side and causing the crowd to shriek with laughter. The distance of the race was one mile and Balliot finished last. He continued to circle the track long after the other riders had finished and the spectators roared. The summaries:

One-third mile National championship, professional—First heat won by A. J. Clarke, Australia; second, E. F. Root, Melrose, Mass. Time, 0:41½. Second heat won by Frank L. Kramer, East Orange, N. J.; second, Floyd Krebs, Newark, N. J. Time, 0:41½. First semi-final heat won by E. F. Root; second, Walter De Mara; third, A. J. Clarke; fourth, W. S. Fenn. Time, 0:42. Second semi-final heat won by Frank Kramer; second, Joe Fogler; third, Floyd Krebs; fourth, Fred Hill. Time, 0:49½. Final heat won by Kramer; second, Root; third, De Mara; fourth, Fogler. Time, 0:48½.

One mile handicap, amateur—Won by Paul C. Heidrich, Roy W. (90); second, E. J. Hollister, Salt Lake City (110); third, John Bogle, Rutherford, N. J. (100). Time, 2:13½.

One mile novice—Won by Paul Pendleton, Newark; second, Alfred Wickstrom, Montclair, N. J. Time, 2:45½.

One half mile handicap, professional—Won by Walter De Mara, San Francisco (60); second, W. L. Mitten, Davenport, Ia., (75); third, Al. Triebel, Newark (85); fourth, H. L. Bleecker, New York City (110); fifth, James Hunter, Newark (90). Time, 0:54½.

Two miles invitation, professional—Won by N. M. Anderson, Denmark; second, Fred G. West, San Francisco; third, Edward Rupprecht, Newark; fourth, Menus Bedell, Newark; fifth, John Bedell, Newark. Time, 4:54½.

Five miles scratch, amateur—Won by Joseph Passenger, Newark; second, Percy Lawrence, Roy W.; third, John J. Brennan, N. T. V. W.; fourth, Ernest Jokus, N. T. V. W.; fifth, E. J. Hollister, Salt Lake City. Time, 12:22½.

Three miles scratch, professional—Won by Frank L. Kramer, East Orange, N. J.; second, W. S. Fenn, Bristol, Conn.; third, E. F. Root, Melrose, Mass.; fourth, Joe Fogler, Brooklyn. Time, 6:26½.

DENVER SEES SPECTACULAR RACING

Boyd Wins a Hotly Contested Motorcycle Event—Sensational Spill at Finish of Exciting Bicycle Race.

Five thousand people crowded the rim of the saucer track at the Tuilleries Gardens at Denver, Col., Sunday afternoon last, 15th inst., to see the second race meet at that place. Although there were only three events on the program these were sufficiently exciting to keep the crowd in an uproar from start to finish.

In the 15 miles motorcycle race every foot of the way was closely contested by J. H. Boyd (Indian), A. W. Armstrong (Excelsior), and D. Wolters (Apache). Wolters was in third position, and going at a speed of 45 miles an hour, when he fell. The officials rushed toward him, expecting to find Wolters injured, but before they could reach him the rider was upon his feet calling for another machine with which to continue the race. Wolters was not even scratched and was soon in the running again. Boyd won out in a close finish, with Armstrong second.

The 10 miles bicycle race was another exciting contest and furnished a spectacular spill at the finish that is seldom equaled. About 100 yards from the tape the first six men were so closely bunched that a blanket could have hid them all from view. A few yards from the tape five of them went down in a heap, leaving E. Smith to finish alone. R. H. Lee picked himself up in time to grab the second prize, and Curley Frederick got third place.

G. Watson won the novice race, which went the unusual distance of 5 miles. Ed. Williams was second and G. Edwards third. The summaries:

Five miles novice—Won by G. Watson; second, Ed. Williams; third, G. Edwards. Time, 12:41.

Ten miles scratch, amateur—Won by E. Smith; second, R. H. Lee; third, Curly Fredericks. Time, 23:00.

Fifteen miles motorcycle, amateur—Won by G. R. Boyd, Indian; second, A. Armstrong, Excelsior; third, D. Wolters, Apache. Time, 20:09½.

Darling Captures Point Breeze Race.

One ten miles race for motorcycles relieved the monotony of the automobile races held at the Point Breeze track, Philadelphia, Saturday last, 14th inst. It was won by B. J. Darling (Bradley), in 15:05½. J. E. Brockhause (Indian), was second.

Roy Plans a Track for Rochester.

Fred C. Roy, of the Rochester Motorcycle Club, is promoting a scheme to build a saucer track, one-third of a mile in circumference in that city. The plans call for a circular track with a total absence of straight stretches.

Echoes of the F. A. M. Annual Meet

Although the new classification adopted by the F. A. M. at its annual meeting in Indianapolis last week, provides for three classes—private owner amateurs, trade rider amateurs and professionals—unless promoters specifically program events for private owners, the advantage gained will be more apparent than real. As private owners are free to compete with trade riders, an open event or free-for-all will mean exactly what it always has meant, save that the private owner must not make use of a machine other than his own, under pain of a year's suspension. As there never was a time when promoters could not card events for private owners, absolutely the only gain made for the private owner was the amendment presented by the minority of the rules

created. Riders in the trade who previously never thought of such a thing or who feared to or dared not do so, now are free to "step up to the captain's office" with their outstretched hands wide open, while the few factory riders, who caused all the trouble, are placed in a position to strike for higher pay or to openly place themselves on the auction block and sell their skill and services to the highest bidder. For even the grasping youngster in the employ of the local dealer, the new rule opens a short cut to pocket money. It probably will cost the trade a pretty penny before its fallacy is thoroughly exposed.

Despite these obvious effects, Ovington and J. P. Thornley, chairman of the F. A.

be required to produce their prizes at any time are, however, three amendments which were tacked on during the meeting to vex the bogus amateurs of the trade variety, and which may be brought to bear whenever there arises a chairman of the competition committee who desires to enforce the rules to their full extent.

The rule restricting amateurs to a radius of 100 miles from their homes, unless special permission, limited to three times per year, had been obtained, which was proposed by the minority committee, would have placed an effective check on the trade rider who races for a living. It caused a lot of heated discussion and was one of the things which J. L. Sauer favored on



GUESTS OF THE KOKOMO RUBBER CO. GATHERED AT THE KOKOMO COUNTRY CLUB DURING THE F. A. M. MEET

committee—Messrs. Betts, Douglas, Sherman and Davidson—which requires that an event for private owners, a novice race or in lieu of the latter, a race for non-winners, be included in all programs made up of more than three events. Whether the private owner who suffers accident or whose machine goes wrong at the beginning of a contest or a race meet, will relish being forced to "stand down" because he no longer can use his brother's or a club mate's mount, remains to be seen.

Although Ovington and the other chief advocates of the trade rider class stoutly maintained that it was necessary to prevent manufacturers from being "held up" and compelled to resort to bribery, just how it will serve those purposes always was difficult to discern. As every man in the trade now is licensed to receive expenses and bonuses or salaries, and to go where he will without the necessity of applying for permission as heretofore, the scope for hold-ups appears to be enormously in-

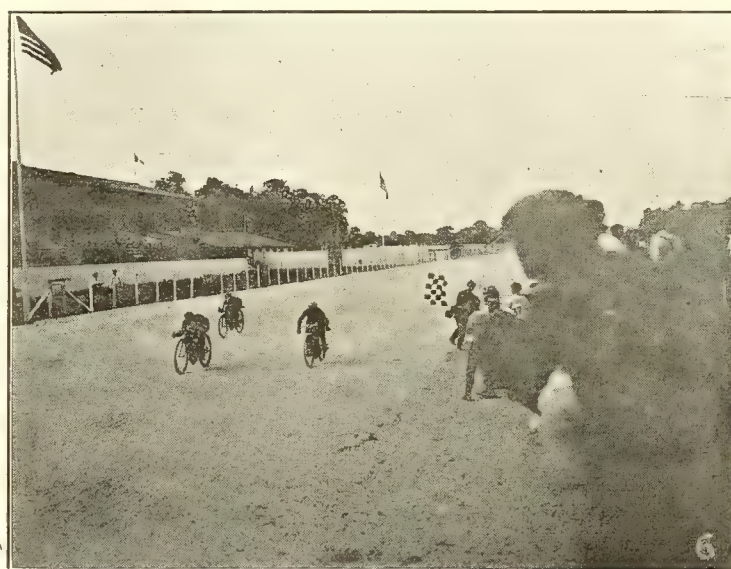
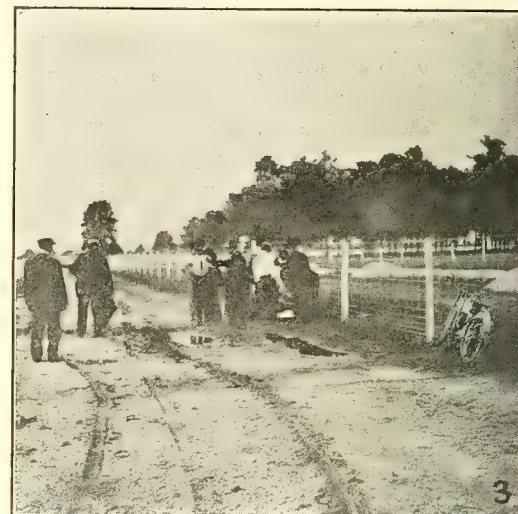
creased. Riders in the trade who previously never thought of such a thing or who feared to or dared not do so, now are free to "step up to the captain's office" with their outstretched hands wide open, while the few factory riders, who caused all the trouble, are placed in a position to strike for higher pay or to openly place themselves on the auction block and sell their skill and services to the highest bidder. For even the grasping youngster in the employ of the local dealer, the new rule opens a short cut to pocket money. It probably will cost the trade a pretty penny before its fallacy is thoroughly exposed.

M. competition committee, who was Ovington's "floor manager" and retriever, maintained that the rule is necessary to preserve the sport, and declared that all manufacturers wanted it. Thornley, whose position calls for a fear-not attitude and for regard for the sport first, and all other interests long afterward, was considerably distressed and full of fear that if the rule were not passed the manufacturers would be so terribly angry that they would organize a sports-governing organization of their own, which would put the F. A. M. out of business. This was the burden of his talk in committee and of his speech on the floor. and the rule was passed—after it had been amended permitting a trade rider to be amateur, and forbidding him to sell his prizes and to compete with professionals or for cash prizes. The rule prohibiting trade riders from changing machines in the course of a contest and forbidding the use of the same machine by more than one rider, and providing that amateurs of either class may

the floor, and which led to the appointment of the committee of five which drew the compromise rule. In committee, however, Sauer was shamelessly bulldozed by Ovington, who insistently repeated that neither his (Sauer's) employer nor any of his friends wanted such a limitation, and that he was defying them by favoring it. Sauer withstood the browbeating for a long while, but when compelled to vote to prevent a tie, he voted against his expressed opinion. Later, Betts again presented the rule on the floor; amendments making the radius 200 and 500 miles, were then offered, and after a great mix-up all were beaten. Walter Goerke, one of the riders whom it would have affected, was about the only racing man in the room at the time. During the discussion his face wore a greatly troubled look. When the vote was announced he immediately took his departure to spread the glad news.

Even W. F. Remppis, chairman of the original rules committee, favored a radius

Scenes During the F. A. M. Racemeet on the Indianapolis Motor Speedway, August 14



1. A TYPICAL RUNAWAY. 2. DEROSIER'S FANCIFUL RACING SHIRT. 3. PLACING DEROSIER ON A STRECHER AFTER HIS ACCIDENT AND, INCIDENTALLY, SHOWING THE MISERABLE CONDITION OF THE TRACK. 4 AND 6. FINISH OF THE MILE CHAMPIONSHIP, SHOWING THE LIGHTNINGLIKE CHANGE OF POSITIONS: IN FIG. 4, KELLOGG IS LEADING; IN FIG. 6, HUYCK HAS PASSED HIM AND SEYMOUR HAS CLOSED UP, KELLOGG HAVING WOBbled FOR A FRACTION OF AN INSTANT. CHAIRMAN GITHENS. CHAIRMAN HAMILTON.

clause, but could not agree on the distance. Remppis, in fact, displayed a much fairer disposition than any other of those present who had had to do with the framing of the revised rules.

"I had very little to do with framing the rules," he declared at one stage of the proceedings, "and I don't care what you adopt so long as it improves the present conditions."

At another time he brought down the house with this blunt assertion:

"You may ask the manufacturers if they are paying riders, but they won't tell you."

When early in the meeting, Remppis was delivering his long attack on Betts, he received a rude interruption from an unexpected and unknown source.

"I came here to listen to something about new rules," heatedly declared the unidentified member, "but all I've heard for the last 10 minutes is that man 'knock' this one"—indicating first Remppis and then Betts—"and I'm tired of it."

The remark and Betts's laugh seemed to disconcert Remppis and a few moments later the protests and disorder became so pronounced that the remainder of the attack remained undelivered.

One of the tricks to which the president resorted was to call for the "nays" first, instead of for the "ayes," as is customary. On one occasion he thereby so confused the members that he declared lost a motion that immediately afterward was decisively carried when his little game was "called." A. L. Kirk, of Minneapolis, was the man who "called" him, and in no mincing words.

"See here!" Kirk exclaimed hotly. "Don't you try anything like that around here. You take that vote right. The motion was carried and you know it." And Kirk insisted so strenuously that the motion was again put and carried beyond fear of jugglery.

In nearly every instance the chairman had great trouble in counting a vote that was at all close and always disagreed with the secretary's count. Twice, although the vote was against him, he couldn't see it and had to call for outside assistance to verify the count.

The other side of the "Experience is the best teacher" proverb, which Betts remarked in his main speech, in which he pointed out the failure of the promateur class of 1886 and Class B of 1894, was disclosed by one of those who followed him and who remarked:

"Oh, the world has changed since then and things are different."

During the discussion of the proposed rules, when E. L. Ovington, the presiding officer, who not only read the rules, but entered into every discussion without leaving the chair, was declaring that amateurism was a farce, that the Amateur Athletic Union was rotten, and that he didn't care

a snap for either the A. A. U. or the N. C. A., he touched the subject of professionals, and remarked that he saw no reason why amateurs should not compete with them.

"Though a man may associate with crooks, it does not make him a crook," he ejaculated loudly.

"No; but if he stays with them long enough he's pretty apt to become one," as loudly bawled another of the unknown and unidentified voices, while the room roared at the sally.

Denouncing the A. A. U. and declaring that amateurs in general received salaries and bonuses, that motorcycling was not an athletic sport, and that men had mighty little to do with it, were the favorite strings on Ovington's harp; he touched them early and often and hard. He cited yachting and automobiling to support his contentions and in doing so rode to a hard fall. Other than R. G. Betts, former president of the F. A. M., who had told the meeting that the F. A. M.'s alliances with the A. A. U. and N. C. A. would be terminated if the private owner and trade rider classes, as originally drafted, were adopted, D. D. Griffith, of the Chicago Athletic Club, and a staunch supporter of the A. A. U., was the most frequent speaker for amateurism, and he told the chairman and the meeting generally, some things about amateurism in yachting, billiards and other sports and pastimes of which few of them were aware.

H. B. Hart, of Chicago, was one of the effective speakers and one without bias. He thought the movements of 1886 and 1894 were based on the wrong foundation. They attempted to divide the amateur class, which was impossible, he said. It was the professional class that should be divided and he therefore proposed that all men in the trade—he himself is one—be placed in a sub-division of the professional class—a thoughtful but radical idea which did not, however, meet with much favor. He said it mattered little whether the F. A. M. called men private owners or trade riders, the world would call them amateurs and professionals and he believed in the use of the proper names, even though a stigma did unwarrantedly attach to the term professional. Hart has a slow, deep, deliberate and earnest delivery and his fervent "In God's name, gentlemen," became quite a feature of the discussions.

But of all the addresses pertaining to the rules, none reached so far or provoked such a great outburst of applause as that delivered by George W. Sherman. His intense earnestness was apparent. He declared for amateurism and for affiliation with the A. A. U. in a tone that left no doubt of his meaning. Tapping his chest, he declared that he was an amateur, always had been one, and always would be one, and that he valued his standing as an amateur.

"You have no right to try to take it from

me—no right to take it from any of those men"—he explained in a voice fairly vibrating with intensity and indicating a group of trades people—"simply because they are in the trade. There are 2,000,000 young men growing up in this country who may ride a motorcycle, and you have no right to make it impossible for them to remain an amateur in any sport."

When Sherman sat down the cheers and yells of approval lasted long and left no doubt that his remarks had reached the mark.

When the cheering had half quieted Ovington gave voice to one of the many remarks that made his administration of the meeting contemptible.

"Doesn't your company pay money to riders?" he asked of Sherman.

"Not a cent," was the quick response.

"Perhaps if it did, they'd win oftener," rejoined the supposed impartial chairman, who then launched into a discourse designed to offset the effects of Sherman's speech.

One of the by-plays of the meeting of which only Secretary Wehman was cognizant occurred at about this time. Wehman shared the platform with the president, and while there he saw "Floor Manager" Thornley rush up to the chairman and heard him exclaim excitedly:

"You're gone. Get an adjournment quick."

One of the several unexpected features of the meeting was the reading of a telegram from W. J. Morgan, the old time cycling professional who now is the automobile editor of a New York afternoon paper. It was substantially as follows:

"My long observation convinces me that the cleavage between amateurism and professionalism cannot be made too distinct. Earnestly hope the Federation will stand firm for two distinct classes."

The presiding officer made a belittling reference to the message and did the same thing when the club resolutions protesting against the adoption of the proposed rules were read. He told the meeting that similar resolutions had been twice defeated in the New York Motorcycle Club. He did not explain, however, that he once choked them off by a motion to adjourn and that the second time changed the vote by a statement that the rules committee had decided to incorporate a professional class, which was untrue, as the rules submitted proved.

The proposal forbidding changes of machines was another subject that aroused no little discussion. Mr. Betts pointed out that such a rule courted disaster to track sport. He pointed out that a spill injuring several machines might spoil an entire meet, and instanced the recent Los Angeles two hours a day race in which before the end of the first day there remained only

one rider who had not changed mounts. Under such conditions, in any other long race the proposed rule would require the gates to be closed and the race to be abandoned. In the ensuing discussion, Jack Prince, who had arrived on the scene, got the floor and made an earnest plea against the rule.

"Gentlemen, I beg of you not to pass such a rule," he exclaimed in almost pleading tones. "You will ruin the sport. You will be causing riots at my box office if you do not lead to the burning of my tracks. As it is, it is hard enough to get enough riders, and if you adopt this rule you will be forcing me to close my gates to prevent riots. It offers no encouragement for a promoter with \$8,000 or \$10,000 invested in a track and who is willing to invest more."

After the chief questions had been settled, there was comparatively little discussion. Betts followed the reading of every rule and the chairman, ceasing his juggling tactics, there was not even one amendment proposed by the former president or the minority committee that did not carry. This applied even to Ovington's pet rule which sought to permit American amateurs to compete abroad with professionals and be accepted as amateurs on their return. He put up a small fight against Betts's amendment which prevented such a state of affairs, but it availed nothing. But in the final and adjourned session, which was held late Saturday night, Ovington disclosed his astonishing state of mind and his idea of square dealing. In discussing a proposed alliance with the Autocycle Union of Great Britain, he remarked in effect that a team of amateur trade riders might be sent to compete with the British professionals and if the Amateur Athletic Union did not know it or did not declare the riders to be professionals on their return home, the F. A. M. need pay no attention to the matter and could overlook the lapse.

Incidentally it is well to recall that in the course of a few short hours, a remarkable change had come over the spirit of some men's dreams. Whereas previously they did not care a fig for the A. A. U. or its doings, or its alliance with the F. A. M., and were urging that the F. A. M. stand alone and give no heed to the rest of the world, they appeared suddenly to have seen a great light and regard for "our affiliation with the A. A. U." filled the same mouths that but a few hours before had spurned the great athletic body and all and everything connected with it.

One of the might-have-been dramatic moments at the annual meeting occurred when Secretary Wehman produced two private owners' medals left over from last year's endurance contest, and asked what should be done with them. He explained that the medals were supposed to have been won by two riders who refused to

make the affidavits as to the ownership of the machines which were required by the committee. No questions were asked, but it is no secret that the two men involved are New Yorkers and that one of them produced a bogus bill of sale and only stopped short of perjury. Perhaps the fact may interest the new competition committee.

Two of the not uninteresting features of the meet were C. Mariani and C. G. Percival. Both had their noses close to the ground and were sniffing eagerly for jobs. Mariani was booming himself for the secretaryship while all that Percival wanted was the chairmanship of the competition committee. Before the "anybody to beat Berrick" faction got together and traded the votes that helped beat the Buffalo nominee for the presidency, Percival, accompanied by the sales manager of a big motorcycle company, approached Berrick with the proposal that if he agreed to appoint Percival, all votes controlled or influenced by the interests they represented would be cast in his (Berrick's) favor. They stated that Percival had the indorsement of the head of the company and one other manufacturer, which the latter promptly denied. Dr. Berrick refused to enter into the deal and said he hadn't been elected anyway.

So far as known, neither Mariani nor Percival ride motorcycles but they are press agents and have their "nerve" with them at all times. Mariani calls himself the F. A. M. press agent. Where he obtained authority to do so, although there is no provision for such a title, is easily conjectured. He has worked it for all it is worth and when the meet first was awarded to Indianapolis, he made a flying leap from New York and tried to impress the Hoosier folk with his great importance and to get a corner on all the dollars in sight. He failed so dismally that it is stated that he had to make a "touch" in order to get home. He, however, evidently arranged to obtain free board, for although an official hotel had been selected, he was drumming up trade for another hostelry on which he had the audacity to display the large sign: "F. A. M. Official Press Headquarters."

Percival has played many parts in many places for many years. He holds a physician's diploma, but the pill business evidently was not profitable, for he now styles himself "Percival, Publicist," which is supposed to mean press agent. He trailed the endurance contest and made a specialty of supplying newspapers with "colored" reports which were not remarkable for their adherence to truth. At Connersville, Ind., where the hill climbing test occurred he accomplished a feat of which he appeared to be very proud. He induced the local paper to issue a "hill climb extra," for which he supplied the copy and cuts. Among the pictures were those of Huyck and Derosier, neither of whom were in the contest. A little thing like that, however, does not

worry a "publicist." Percival labeled one of them "Louis J. Mueller," and the other "Herbert D'Ericca," and his copy mentioned only one machine. At last reports, the Connersville editor was quite anxious to renew his acquaintance with the "publicist" for at least two minutes.

The lay mind scarcely can conceive of the difference of position that can take place in a fifth of a second in a motorcycle race. This was strikingly illustrated in the mile championship. Less than 50 yards from the finish Stanley Kellogg led, as shown in one of the accompanying photographs. Then he wobbled, and almost before the eye could follow, Huyck was some feet in the lead, as shown in the other photograph.

Had Derosier worn proper attire in his race against Lingenfelder he would not now be suffering from painful injury. Instead of wearing trousers of stout material, such as khaki or duck, Derosier rode in a suit of flimsy tights, which gave as little resistance as no clothes at all when brought into contact with the rough stone surface of the motor speedway. Lingenfelder, who was in the race with Derosier, said that they both knew that it was unsafe to let their big machines out to the limit, and that at no time did either of them dare "cut loose." Derosier, he said, wobbled badly several times before he fell, and it was this unsteadiness that caused Lingenfelder, looking to his own safety, to pass Derosier on the turn. Lingenfelder is a clean cut, wholesome appearing chap, but is so heavily built that his weight is no small handicap.

E. A. ("Ernie") Moross, who, by the way, was one of the old circuit chasing bicycle cracks, undoubtedly was the busiest man at the speedway, of which he is the manager. Moross acted as starter, announcer and sometimes as clerk of course. Between the handling of the megaphone and the assortment of six or eight vari-colored starters' flags, Moross was on the move every second of the afternoon.

It reminded one of skipping from the first chapter of a book to the last one to see the two badges worn by the New Haven (Conn.) veteran, C. W. Hulse, an old L. A. W. man and an F. A. M. pioneer, who was present at the meet. Side by side on his coat Hulse wore the F. A. M. meet badge and the bronze key which formed the souvenir badge of the L. A. W. meet held in Indianapolis years ago.

Probably no team at the track attracted more attention or looked cleaner or more wholesome than the Merkel riders. The Merkel racing machines are yellow and the riders attired in solid yellow jerseys, except for the green letters "Merkel," added a lot of color to the sport. Their appearance was strongly suggestive of the old Stearns bicycle racing team.

SCHUETTE WINS ST. LOUIS RACE

Kansas City Rider Makes Easy Capture of Place and Time Prizes—One Contestant Injured by a Bad Fall.

Carl Schuette, a husky young man of 185 pounds, who hails from Kansas City, showed the St. Louis Cycling Club's handicapper that the stock yards city can turn out some finished bicycle riders when he won on Saturday afternoon last, 14th inst., the annual 21.1 miles Forest Park handicap road race promoted by the St. Louis club. Schuette had a handicap of 4 minutes and he virtually was made a present of the race, running away from his co-markers and winning the event in 1:07:10, and also capturing first time prize.

In spite of the terrific heat 30 riders started in the race. Three youngsters, none of whom could have been more than 12 years of age, G. Kennedy, L. Tidd, and R. E. Tidd, were allotted the limit allowance of 15 minutes. The boys went away from the starting point at Laclede avenue and King's Highway as though determined that no one else should overhaul them. They were followed by Charles Barr and George Breinig, on 8 minutes.

Schuette seemed in no hurry when he got away with the 4-minute squad, but loafed along for about a mile. When the hills of the Clayton road were reached, however, the Kansas City rider began to show class and he had his bunch worried from the time he began to plug. He soon overhauled V. Hornbeck, 6 minutes, and the latter stayed with the visitor for a time. Finally the road became very rough and Hornbeck suggested that they slow up for a while. Schuette laughed and soon shook Hornbeck. From that time until the finish Schuette took things easy and finished with his feet off the pedals. Hornbeck was second; he was almost prostrated by heat and had to be attended after crossing the line.

Meanwhile the scratch men, J. B. Freeman and Harry Blue, both of St. Louis, were riding a game, but losing, race. A few days previously Blue had suffered an accident while training, and one which cut his arm to the bone. He applied anaesthetics before starting in the race, but the pain finally became so great that he was compelled to finish riding with one hand. Freeman came third, his time being 1:08:20, which netted him second time prize.

J. H. McCrea, the Springfield (Ill.) veteran, punctured his tire soon after the start. Only one serious accident occurred, that to M. Hohner, a young member of the promoting club. Hohner was sprinting on the Clayton road when his handle bars snapped. He was thrown heavily and his right shoulder, face, hip and leg were badly cut and scraped. After his wounds were dressed he was taken to his home in an automobile. The summary which follows,

shows the position of all the riders who finished:

Pos.	Rider and Club.	Hcp.	Time.
1	Carl Schuette, Kansas City ..	4	1:07:10
2	V. Hornbeck, S. S. C. C....	6	1:10:20
3	J. B. Freeman, St. L. C. C....	Scr	1:08:20
4	W. C. Martin, St. L. C. C....	7	1:15:23
5	Otto Roeder, unattached	5	1:13:26
6	E. Uhlman, St. L. C. C....	7	1:15:40
7	R. Warnske, St. L. C. C....	5	1:14:35
8	Nick Kockler, Chicago	2	1:13:30
9	H. E. Blue, St. L. C. C....	Scr	1:13:47
10	L. Tidd, unattached	15	1:29:09
11	R. Kessler, St. L. C. C....	6	1:21:20
12	Fred More, Springfield, Ill..	3	1:23:14
13	Carl Becker, Springfield, Ill..	3	1:25:22
14	E. Rauscher, S. S. C. C....	7	1:31:49
15	G. H. Breinig, St. L. C. C....	8	1:32:51
16	K. Pandjiris, S. S. C. C....	5	1:33:23
17	G. Kennedy, unattached	15	1:44:16
18	R. E. Tidd, unattached	15	1:45:06
19	W. Parkinson, unattached ..	7	1:56:06
20	Emil Reutner, St. L. C. C....	4	1:54:50

Canadians Compete at Two Race Mets.

The refusal of the Queen City Bicycle Club riders to compete marred the bicycle races held at Scarborough Beach Park, Toronto, on August 11th, and resulted in the elimination of several of the events carded. E. Penney won the mile novice in 2:53, with C. Cornell, second. J. Kipp finished first in the five miles paced race in 10:14½. W. Andrews won the mile contest in 2:40 and also performed a two miles exhibition in 4:57. In direct contrast to this fiasco was the meet held the week previous, on August 4th. The principal event was the 26 miles bicycle "Marathon," in which Walter Andrews, W. Anderson and H. McDonald, three members of the Olympian bicycle team which represented Canada in England last year, finished in the order named. Andrews also won the special prizes in the 5, 10 and 15 miles events. The 20 miles race was won by George Young in 1:15:48. The one mile novice event was captured by McGraw of the Irish-Canadian B. C., with Jim McBurney, of the Toronto Cycle Club, second. The time was 2:34.

Richmond Rider Wins Two Bicycles.

George Hall, of Richmond, Ind., won both first time and first place prizes in the 15 miles handicap road race at Dayton, Ohio, Saturday last, 14th inst., carrying home two bicycles for his efforts. The race was promoted under the joint auspices of the bicycle dealers of Dayton and attracted a large entry list. Hall's time was 44 minutes. The course was a difficult one, starting at Main and Second streets, and going to the Six Mile House on the Covington pike, then east to Dog Leg pike, over Webster street and ending at the Log Cabin on Monument avenue. Fifteen riders finished in the following order: 1, George Hall, Richmond, Ind.; 2, Robert Graham, Richmond, Ind.; 3, Berund Grant, Middletown, Ohio; 4, O. E. Mitchell, Dayton; 5, Silas Brown, Richmond, Ind.; 6, Russell Ryan, Dayton; 7, H. Colton; 8, Charles Zimmerman; 9, R. Reasnor; 10, E. Rudock; 11, H. Whiting; 12, C. Stork; 13, O. E. Limerick; 14, E. R. Lotten; 15, F. McNarr.

FABER CAPTURES TOUR DE FRANCE

Fifty-five Survivors in the Strenuous Road Classic—Guignard After Wills's Record—Doings of Americans.

Francois Faber, the French giant who competed in the last New York six days race, and whose plugging in the early stages of the grind, was in no small measure responsible for the breaking of the record, has won the greatest of all road races—the seventh annual Tour de France—which ended in Paris August 1st, having been in progress since July 5th. Fifty-five riders survived the long grind.

The Tour de France, which is organized by L'Auto, a Parisian sporting daily, is the derby of all road races, though of course a professional affair. It consists of 14 stages, a day of rest being given the contestants between each stage. The results are arrived at by the point classification, the first rider arriving at each stage being credited with one point, the second man with 2 points, and so on through the list, the rider having the least number of points at the close of the contest, being adjudged the victor. The total distance of the race this year was 2,786 miles.

As stated the Tour de France started from Paris on July 5th, the first stage, from that city to Roubaix, being won by Vanhouwaert. The finishing controls of the next five stages were at Metz, Belfort, Lyon, Grenoble and Nice, Faber winning every stage. The next three stages, from Nice to Nimes, Toulouse and Bayonne were won, respectively, by Ernest Paul, Jean Alavoine and Menanger, Faber winning the tenth stage from Bayonne to Bordeaux. The first and only stage that Trousselier scored was from Bordeaux to Nantes. The last three stages, the destinations being Brest, Caen and Paris, were won by Garrigou, Duboc and Alavoine. The race finished at the Parc des Princes track, 25,000 persons being there to see the riders come in.

In the final classification Faber won with 37 points, and Garrigou finished second with 57 points. Alavoine's score was 66 points. The next seven riders, and their individual scores were as follows: Duboc, 70 points; Vanhouwaert, 92; Ernest Paul, 95; Menager, 102; Trousselier, 114; Christophe, 139, and Bettini, 142. Petit-Breton won the race in 1907 and 1908, Faber being the runner up last year.

It is more than likely that Wills's wonderful hour record of more than 61 miles will go by the boards before the season is over. Paul Guignard, the French pace-follower, is after the honor, and with that intention has been installed at Munich for some time awaiting a favorable opportunity. One came to him on July 23, but before Guignard had traveled 25 kilometers the tire of Hoffmann's pacing machine went

flat and the attempt was abandoned for the afternoon.

After the tire was repaired Hans Ludwig, a German road crack, started for the amateur paced hour record, Hoffmann doing the pacing. The old record was held by Lapize, at 51 miles 691 yards, and was made in Paris September 26, 1908. Ludwig rode beautifully and in the 60 minutes of riding cut a large slice from the former record. He covered 89 kilometers 176 meters, or 55 miles 665 yards.

The following day Guignard again set out to smash Wills's record, but a puncture again caused him to stop, not however, before breaking all world's records up to and including 50 kilometers and one-half hour. In the half hour he covered 51 kilometers 16 meters, or 31 miles 1,198 yards, the fastest performance ever made by a man on a bicycle. The following table shows the times for the intermediate distances and also the old records, all of which were held by Wills:

Kilo-meters.	Guignard.	Old Record.
10	6:14 $\frac{2}{3}$	6:25
20	12:00 $\frac{2}{3}$	12:23 $\frac{2}{3}$
30	17:49 $\frac{4}{5}$	18:20 $\frac{4}{5}$
40	23:38 $\frac{1}{5}$	24:20
50	29:23	30:19

George Wiley competed in the Prix Anzani, a 50 kilometers paced race at the Velodrome Buffalo, Paris, August 5th, but the best he could do was to finish third. Simar won with Parent second. At the same meet Poulain won the scratch race and Rutt defeated Dupre in two straight heats in their match.

Parent defeated Walthour in an hour paced race at the Buffalo Velodrome, Paris, August 8th, covering in the allotted time a little more than 60 kilometers, or one lap more than Walthour. Seres fell and did not finish. In a two heat match paced by quads, Seigneur defeated Passerieu. Each won a heat, but the addition of time gave Seigneur the victory by a margin of 20 seconds.

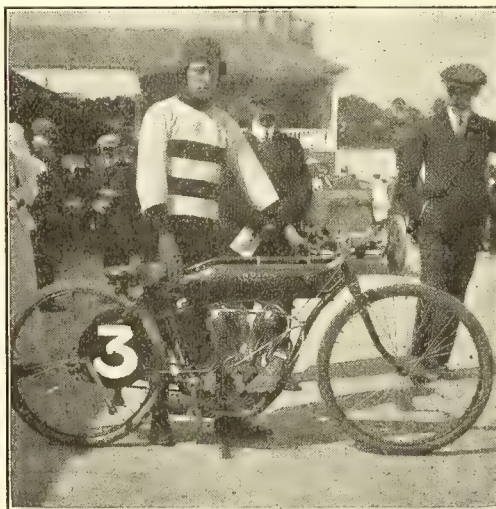
Because of the order forbidding paced races in Prussia until further notice several of the tracks have closed temporarily. Others, however, are endeavoring to hold programs of sprint and human paced races. One of the sort occurred at the Steglitz track, Berlin, August 8th, the feature being a 50 kilometers tandem race which Theile won in 1:00:00 $\frac{3}{5}$. Scheuermann was second, Contenet third and Bouhours fourth, Demke retiring before the finish. Poulain, "Major" Taylor, Otto Meyer and Messori had a match race at the same meeting, which Poulain won. As Meyer and Taylor tied for second place they rode another match to decide their relative positions, and in this the American negro came off second best.

"Major" Taylor easily won the Grand Prix of Arras, in the French city of that name on July 29th. The race consisted of three trial heats and a final, Taylor winning the latter by a length from Meurger, with Legrand third.

EVANS MAKES A CLEAN SWEEP

Riding an Indian He Shows Remarkable Speed at Brooklands—Defeats Big Napier Car in Fast Time.

Probably never in the history of motorcycle track racing in England has any one rider made such a thoroughly clean sweep as did G. Lee Evans at what were styled the July and August meetings at the Brooklands track, Saturday and Monday, July 31st and August 1st. Evans rode the same 5 horsepower stock Indian with which he made such a good showing in the six days trials. A remarkable feature was the fact that the August and Senior handicaps were both won by Evans on his American ma-



G. LEE EVANS

chine at a speed of exactly 60 $\frac{1}{2}$ miles per hour, which is really remarkable considering the difference in distances and the handicap allowance.

The meeting opened with the Junior handicap, going a distance of about 5 $\frac{1}{2}$ miles, which was won easily by L. C. Munroe, on a twin N. S. U. Evans was not eligible to this race, but he did get in the following event, called the August handicap, for machines under 750 cubic centimeters. The distance was about 5 $\frac{1}{2}$ miles. Sixteen riders started, the two honor markers being Evans and C. E. Bennett, both mounted on twin Indians, fitted with Bosch magnetos. Evans rapidly overhauled the field and won handily, his average speed being 60 $\frac{1}{2}$ miles per hour. Bennett finished second.

The Senior motorcycle handicap, for machines not exceeding 1,000 cubic centimeters, (61 cubic inches), attracted an even dozen riders, among them being such renowned record breakers as H. V. Colver, C. R. Collier and Harry Martin, all on machines larger than that ridden by Evans. The distance of this race was 8 $\frac{1}{2}$ miles, and Evans was conceded a handicap of 1:05. It was a mistake, as Evans simply ran away from the field and won out by the length of a stretch.

The handicapper reduced Evans's handi-

cap to 35 seconds in the second Roadster handicap, in which the machines had to run with mufflers closed and carry full touring equipment according to catalogue specifications. H. A. Collier, on a big Matchless, was placed on scratch, but he could not overhaul Evans. The latter had no opposition for first place and covered the 8 $\frac{1}{2}$ miles at an average speed of 57 $\frac{1}{2}$ miles per hour. Collier finished second. W. H. Wells, also on an Indian, was sixth.

The last event of the day was the August Winners' handicap, wherein Evans found himself the only motorcyclist eligible to compete against three motor cars, one of them being a 60 horsepower Napier. This car started from scratch, while Evans had a start of 1:46. For a time it appeared that Evans would have to concede the race to the big Napier, but he kept in front until the finish, averaging 60 $\frac{3}{4}$ miles per hour. Evans received a well deserved ovation for his fine performance.

As all of the Indian's triumphs abroad have been scored on 5 horsepower models what will happen when the big 7's arrive there is not difficult to foresee.

Souvenirs of the F. A. M. Meet.

It is not likely that any one who attended the F. A. M. meet at Indianapolis last week will want for watch fobs for at least a year to come, for fobs were the favorite souvenirs in evidence and he who did not receive one or more was unfortunate indeed. One of the neatest of them was the Chief Kokomo medallion on black leather that was presented to all who availed themselves of the hospitality of the Kokomo Rubber Co. One of the most ornate fobs that ever were gratuitously distributed was the one given out by the New Departure Mfg. Co. It is an imported aluminum fob, very much on the order of coin fobs, each of four medallions bearing in relief scenes or riders on the road and on the track, individually and collectively. The fobs did not arrive in Indianapolis until near the close of the meet, however, and not every one obtained the valuable souvenir. These were not the only souvenirs of the meet, by any means. Fobs also were distributed by Morgan & Wright, the Corbin Screw Corporation and the Excelsior Supply Co., while the G & J Tire Co. gave away neat scarf pins. Indian pins also were much in evidence, as were also Corbin cigars. One souvenir that will prove a real help to those interested in approximate speeds was the Bicycling World's table of speed averages, which gives the rate in miles per hour at all speeds by fifths of seconds from 35 seconds to three minutes, inclusive. It is the most comprehensive table of the sort ever published. One of them will be sent to any address on receipt of a 2-cent stamp.

Alameda to Have a Bicycle Track.

The Alameda Wheelmen, of Alameda, Cal., have completed plans for a two miles bicycle track in that city.

GINGERY SPORT FOR WAR VETERANS

G. A. R. Visitors See Williams Defeat Pye at Salt Lake—Downing and Lawson Win New Laurels.

Salt Lake City, August 11—Hundreds of Grand Army veterans enjoyed their first taste of bicycle racing at the Salt Palace saucer last night and judging from the applause they appreciated every number on the program. Although no records were broken the racing was gingery and in near-record time.

Perhaps the most interesting race on the program was the five miles Western championship, as it furnished a finish not witnessed every day. At a half mile to go, Brodbeck went to the front, followed by McCormack, with Hume just back of him. The first named dropped out and McCormack began to unwind. Wright attempted to pass Hume but was fought off in a pretty sprint, McCormack maintaining his premier position by inches. Ed. Mayer slipped in for fourth place.

"Jumbo" Wells, the New Zealand champion also made a great finish in the two miles professional handicap. Carslake, another Australian with a good mark, started from the crack of the gun to steal a lap and at the end of a mile had a full three-quarters on the back bunch. As none of the latter would sacrifice to get him it looked like Carslake's race by a mile. At two laps to go Carslake had a lead of a half lap, when suddenly Wells shot out from the back bunch. He went so fast that none of the other riders could couple to his rear wheel, but even at that the crowd did not consider that he had two chances in a thousand of overhauling Carslake before the tape. It was one of the greatest feats ever seen upon any track when Wells nipped Carslake at the black line. Walker got third from scratch and Nesbitt was fourth, the Australians thereby making a clean sweep of all the money.

The surprise of the evening came when Saxon Williams defeated Ernest A. Pye in their match pursuit. The first mile, covered in less than two minutes, showed no advantage for either man but after that Williams decreased the distance between himself and Pye, passing the latter at 2 miles 2 laps 120 yards. Iver Lawson won the mile open from Hardy Downing, with Walter A. Bardgett a close third, and Phil Wright finished first in the three-quarters mile open for amateurs. W. E. Samuelson rode a fast five miles paced exhibition. The summaries:

Three-quarters mile, scratch, amateur—Won by Phil Wright; second, J. B. Hume; third, Ed. Mayer; fourth, Rodney Diefenbacher. Time, 1:28.

Five miles against time, motorpaced—By W. E. Samuelson, Salt Lake City. Time, 6:46½.

One mile scratch, professional—Won by Iver Lawson, Salt Lake City; second, Hardy K. Downing, San Jose, Cal.; third, Walter A. Bardgett, Buffalo; fourth, Patrick Hehir, Australia. Time, 1:50½.

Five miles Western amateur championship—Won by Hal McCormack, San Jose, Cal.; second, J. B. Hume, Salt Lake City; third, Phil Wright, Salt Lake City; fourth, Ed. Mayer, Salt Lake City. Time, 10:28¼.

Two miles handicap, professional—Won by Fred Wells, Australia (80); second, Brownie Carslake, Australia (100); third, Gordon Walker, Australia (scratch); fourth, H. Nesbitt, Australia (70). Time, 3:51½.

Unlimited match pursuit between Saxon Williams, Buffalo, and Ernest A. Pye, Australia—Won by Williams. Distance 2 miles 2 laps 120 yards. Time, 4:43.

Salt Lake City, August 12—Hardy K. Downing and Iver Lawson added new laurels to their collection at the Salt Palace saucer last night when the former defeated Gordon Walker in an exciting match and Lawson annexed the title of three miles Western champion and the cash that went with the race. The real interest centered in the match between Downing and Walker, as the pair have been hurling challenges at each other for several weeks and the agreement was that the winner was to take all. That's the proper way to apportion the prize in a match—then there's no monkey business or half trying to win.

In the first heat, at one-half mile, Downing got away in the lead, but by some clever jockeying made Walker go up front. The two rode in this position until a lap and one-half to go when Downing jumped and went around. Just as Downing jumped, however, he appeared to lose his stride and Walker came alongside for a dead heat finish. The runoff of the tie saw the riders use the same tactics. Downing finally went by with a rush, winning by several lengths. Walker complained that Downing had cut down on him but the officials could not see it that way. The next heat was at three-quarters mile with Crebs setting the pace, dropping out at two laps to go. Walker held Crebs's wheel until time to jump and Downing never got even with him. In the final heat Morgan was put in to pace, but did not serve any particular purpose as neither Walker nor Downing wanted to take the lead. Finally they got started and Downing got the jump on the Australian. Walker made a strong finish but was beaten by inches, the match and cash going to the Californian.

The three miles championship race was a sight worth seeing, replete with changes of position until the final laps. When it came time to jump Lawson had things his own way and went around the field in his usual characteristic manner. Pye managed to land second while Schnell and Samuelson finished in the order named. Wells went down when he touched Schnell near the finish. Brownie Carslake took the mile handicap.

Phil Wright came into his own again last night in the Australian pursuit. For some time the ambitious youngsters have been disposing of Wright before the final windup, but last night he took revenge on the bunch by finishing strong and ending up by going around Mayer. In the unknown distance race Wright had to bow to the superior strength of McCormack. Wright sprinted like a champion but McCormack gamed it to the tape and won. The summaries:

Match sprint between J. Gordon Walker, Australia, and Hardy K. Downing, San Jose, Cal.—First heat (½ mile), tie. Time, 1:56½. Second heat (½ mile), won by Downing. Time, 1:26½. Third heat (¾ mile), won by Walker. Time, 1:49½. Fourth and final heat (1 mile), won by Downing. Time, 2:23½.

Unknown distance, amateur—Won by Hal McCormack; second, Phil Wright; third, J. B. Hume; fourth, Ed. Mayer. Distance, 2 miles. Time, 3:56.

One mile handicap, professional—Won by Brownie Carslake, Australia (100); second, S. H. Wilcox, Salt Lake City (65); third, Ray Duer, Buffalo (95); fourth, Steve Senhouse, Australia (85). Time, 1:47.

One mile motorcycle exhibition—By Fred E. Whittler, Salt Lake City. Time, 1:05½. Time, second trial, 1:07.

Unlimited pursuit, amateur—Won by Phil Wright; second, Ed. Mayer; third, Rodney Diefenbacher; fourth L. Thomas. Distance, 3 miles 2 laps 66 yards. Time, 4:39½.

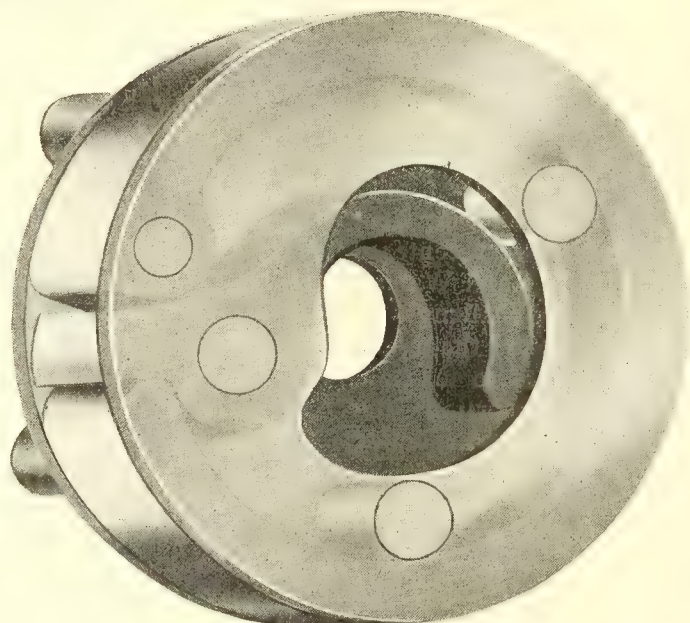
Three miles Western championship, professional—Won by Iver Lawson, Salt Lake City; second, Ernest A. Pye, Australia; third, Frank Schnell, Salt Lake City; fourth, W. E. Samuelson, Salt Lake City. Time, 5:41½.

Forcythe Twice Winner at Rochester.

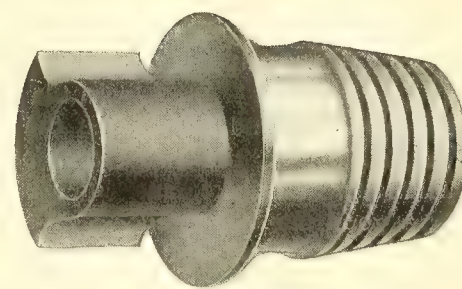
C. B. Forcythe, riding a 7 horsepower Merkel, won two of the three club races held on the Scottsville road near Rochester, N. Y., on Saturday afternoon last, 14th inst. The meet was promoted by the Rochester Motorcycle Club and was open to members only. The curtain raiser was a ten miles open, which was won by E. Stauder, on a 3½ horsepower Indian. Mertz, 6 horsepower Thor, finished second, and Cannon, 4 horsepower Harley-Davidson, was third. Time, 14:17. The 10 miles handicap drew out a large field of starters, but Forcythe from scratch overhauled all his competitors and won out in 12:30. E. Fournace, 5 horsepower Indian, with 30 seconds allowance, finished second, and Stauder, from one minute, was third. G. Ellsworth, also riding a 3½ Indian from the same mark, was fourth. The finish between Forcythe and Fournace was so close that a special 10 miles match race between these two riders and R. Bishop, 5 Indian, was arranged. In this extra event Forcythe won out in 12 minutes flat, Fournace again being obliged to take a secondary position.

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RECORD BREAKING AT SALT LAKE

Mayer Cuts His Second Slice from World's Five Miles Mark—McCormack Lowers the Figures for Two Miles.

Salt Lake City, August 13.—To Ed. Mayer, one of the local amateur cracks, has come the unusual distinction of twice breaking the same record in one season. On July 16 Mayer broke the world's five miles amateur competition mark, which previously had stood at 10:31, when he covered the distance in 10:23 $\frac{3}{5}$. Last night at the Salt Palace saucer he put a further crimp in it and one that probably will remain for some time. Mayer won the unknown distance race, which was at five miles, and the time was 10:11 $\frac{1}{5}$, a truly remarkable performance for an amateur.

The meet last evening was an extra, gotten up in honor of the G. A. R. veterans who are having a reunion in this city this week and Manager Harry Heagren had arranged to have all the old soldiers and their wives admitted free. To this end he gave 10,000 tickets to Colonel Sterrett of the local executive committee, with the understanding that they should be presented to the veterans. Apparently Colonel Sterrett slipped up in the distribution, as few of the soldiers who appeared at the gates had tickets. Heagren passed them in, but called a halt on the bearers of G. A. R. tickets who were not entitled to them. The incident caused a great deal of feeling.

The unknown distance race in which the world's record was broken was the piece de resistance of the evening. Twenty riders lined up for the contest and before the first mile was passed various combinations began to shove up front. These tactics kept up for the entire five miles and as a result the pace was so fast that when the bell rang only five riders were left in for the sprint. Wright had the pole position and looked an easy winner, but Mayer jumped him at one lap to go and finished a few inches ahead in 10:11 $\frac{1}{5}$.

In the G. A. R. two miles professional handicap the long markers went from the crack of the gun and although the riders on the low marks rode well they did not have a chance. Hopper, from 90 yards, made a splendid ride and took first money, with Palmer second and Senhouse third. Lawson, the only scratch man to get in, finished fourth, but without a sprint left in him.

In the final of the one-quarter mile amateur scratch McCormack lost an excellent chance of winning by getting a bad start. He could not get a position and Diefenbacher, Thomas, Hume and Mayer finished in the order named. Lawson won the three-quarters mile professional scratch after a mighty pull from Hehir. Downing was content to sleighride on Lawson's wheel for second place. Palmer got third money

and Samuelson came in fourth. One of the features was a two miles motorcycle exhibition by Fred Whittler in 2:14 $\frac{4}{5}$. The summaries:

One quarter mile scratch, amateur—Won by Rodney Diefenbacher; second, L. Thomas; third, J. B. Hume; fourth, Ed. Mayer. Time, 0:29 $\frac{3}{5}$.

Two miles motorcycle exhibition, professional—By Fred E. Whittler, Salt Lake City. Time, 2:14 $\frac{4}{5}$.

Three-quarters mile scratch, professional—Won by Iver Lawson, Salt Lake City; second, Hardy K. Downing, San Jose, Cal.; third, W. Palmer, Australia; fourth, W. E. Samuelson, Salt Lake City. Time, 1:27 $\frac{4}{5}$.

Unknown distance, amateur—Won by Ed. Mayer; second, Hal McCormack; third,

was reported around the saucer that Hume and McNeil intended to give Wright a rough ride. It so happened that McNeil put Wright down near the finish and the latter protested. His protest was upheld and McNeil, who finished second, was disqualified, thereby moving Mayer, Diefenbacher and Huey forward one place.

McCormack decidedly was the star of the evening. To the championship race he added a victory in the mile handicap and would have broken another world's record had he started from scratch. McCormack had a 25 yards lead over Wright and the pair finished close together in 1:52 $\frac{1}{5}$, which would be inscribed as a record but for the reason stated. J. B. Hume, who had 35 yards handicap, finished third, and J. J. Huey, from the 50 yards mark, was fourth. It was one of the best finishes of the evening.

Iver Lawson won the half mile open easily with Downing a close second, but he could not quite make up the distance in the two miles handicap, the race going to Hopper from the 80 yards mark.

One of the narrowest kind of escapes occurred in the five miles motor paced race between Ray Duer, S. H. Wilcox and Frank Schnell, in which the last named figured prominently. It was Schnell's first ride behind motor pace and although he rode nicely at the outset, he showed a lack of experience and a few other things. At the two miles mark Wilcox was leading by a safe margin, while Schnell was riding about five lengths behind Duer. Schnell called to Whittler for more pace and was about to pass Duer when his front wheel caught in the side of the roller attached to the pacing machine. His bicycle was pulled from under him and Schnell executed a lofty somersault, rolling 30 feet on the track and landing in the grass. He narrowly missed Duer's motor. Duer lost his pace as a result of the accident and Wilcox won out easily. The summaries:

One mile handicap, amateur—Won by Hal McCormack (25); second, Phil Wright (scratch); third, J. B. Hume (35); fourth, J. J. Huey (55). Time, 1:52 $\frac{1}{5}$.

One-half mile scratch, professional—Won by Iver Lawson, Salt Lake City; second, Hardy K. Downing, San Jose, Cal.; third, Patrick Hehir, Australia; fourth, J. G. Walker, Australia. Time, 0:57 $\frac{1}{5}$.

Two miles Western amateur championship—Won by Hal McCormack; second Ed. Mayer; third, Rodney Diefenbacher; fourth, J. J. Huey. Time, 3:51. (World's record.) J. McNeill finished second, but was disqualified.

Two miles handicap, professional—Won by Norman C. Hopper, Minneapolis (80); second, Iver Lawson, Salt Lake City (scratch); third, Herbert Nesbitt, Australia (70); fourth, W. Palmer, Australia (85). Time, 3:46.

Five miles motor paced, professional—Won by S. H. Wilcox, Salt Lake City; second Ray Duer, Buffalo; third, Frank Schnell, Salt Lake City. Time, 7:05 $\frac{1}{5}$.



Phil Wright; fourth, J. B. Hume. Distance, 5 miles. Time, 10:11 $\frac{1}{5}$ (world's record).

Two miles G. A. R. handicap, professional—Won by Norman C. Hopper, Minneapolis (90); second, W. Palmer, Australia (95); third, Steve Senhouse, Australia (100); fourth, Iver Lawson, Salt Lake City (scratch). Time, 3:44 $\frac{3}{5}$.

Salt Lake City, August 14.—Not only did he win the two miles Western amateur championship at the Salt Palace saucer last night, but Hal McCormack, of San Jose, Cal., clipped a few seconds from the world's two miles amateur competition record. McCormack covered the distance in the remarkable time of 3 minutes 51 seconds, which is 2 $\frac{3}{5}$ seconds better than the former record, made by Percy Lawrence July 22, 1908.

The two miles western amateur championship was one of the features of the evening and although the attendance was smaller than usual the crowd was enthusiastic over the close finishes in all the races. Before the championship started it

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MILITARY VALUE OF MOTORCYCLES

Their Efficiency Demonstrated in Mimic Invasion of Massachusetts—Bicycles Also Render Good Service.

The value of the motorcycle as a military adjunct in time of war was demonstrated during the recent war manoeuvres in Massachusetts, in which a motorcycle corps did valuable service for the army of the defense both as scouts and dispatch bearers. Two incidents in particular demonstrated the ability of the motorcycle to escape the clutches of cavalry skirmishers. On August 16, William Anderson, a motorcycle dispatch bearer of the 12th company coast artillery, was taking a dispatch to an outpost, when he was run down by a squad of cavalry. He was taken along with his captors when they discovered that they had lost their way. While they were deliberating, Anderson, who had his machine well in hand, suddenly opened it up at full speed. The cavalrymen chased him, but by taking a roundabout route he succeeded in eluding them and delivered his messages.

On another occasion six motorcycle scouts were sighted by a body of cavalry and five were captured through an ambush. The sixth, however, succeeded in getting away because of his greater speed and thus destroyed all the strategical value of the capture. General Pew, who commanded the army of defense, is authority for the statement that with an additional corps of motorcycle scouts, the invaders could not have made a single move without his knowledge.

Bicycles also played an important part in the "crool" war. Boston, the objective point of the invading forces, would have fallen 48 hours earlier had it not been for the "pedal pushers" of the Blue army. A score of bicycle scouts reported an attempted landing of the Reds near Scituate in time for the defenders to rush troops to the threatened part of the coast and repel the invaders. At Lakeville a detachment of the bicycle squad of Company M of the 1st Connecticut regiment, captured a dozen Blue cavalry scouts who had ventured to far into the enemy's country in search of information concerning the movements of the invaders.

Parlor Suits Offered as Prizes.

There will be a fine chance for some cycling bachelor to get a start in the matrimonial line, insofar as the essential of house furnishing is concerned, at Rahway, N. J., on Labor Day, September 6th. On that date the Pierce Cycle Club, of which James McCollum is the leading spirit, and who also evidently believes in the principles expounded by the former President Roosevelt, will hold its sixth annual "Rahway Furniture Handicap." The first and second place prizes as well as the first time prize will take the form of 5-piece

parlor suits, and the third place prize will be a 3-piece parlor suit. The distance of the race, which will be open to all registered riders, regardless of whether they are married or fortunate or unfortunate, as the case may be, will be 25 miles, and it will be held in the afternoon, starting and finishing at the West End hotel, Rahway.

Many Entries for Veterans' Century.

Judging by the interest that is being manifested in the time-honored event, the Veteran's Century Run and Reunion, on the calendar for next Sunday, August 29th, will attract a record-breaking list of entries. The run, which is being promoted by the Century Road Club Association, will start from the club house at 1056 Bedford avenue, Brooklyn, at 7 a. m., arriving at East Islip, 63 miles, at 12.50 o'clock, where dinner will be had. Here the bicycle division will be joined by the motorcycle division, which leaves Brooklyn at 9 a. m. R. A. Van Dyke, 164 West 146th street, New York City, has the entry list in charge.

Stubbs Refuses His Cash Prizes.

Whether or not Robert Stubbs, the Birmingham (Ala.) motorcycle rider virtually is a professional, it is certain that he did not receive cash for riding at the meet held at Waco, Texas, the latter part of July, as was reported. Although the program offered cash, Lawrence Hall, of the Hall Motorcycle Co., of Waco, states that the riders refused to accept the money which was turned over to him to purchase prizes. Stubbs took a diamond ring in full settlement for the numerous purses he won, and Mr. Hall forwards Stubbs's receipt for the ring in proof of the fact.

Ten Events on Olympic Park Card.

Entry blanks this week were issued for the New Jersey Motorcycle Club's open race meet to be held at the half mile Olympic Park track at Newark, N. J., next Saturday afternoon, 28th inst. There are seven open races on the program in addition to three events restricted to club members, the free-for-all one mile time trials and a special 5 miles match between Percy Drummond and Howard O'Brien.

Labor Day Motorcycle Meet for La Salle.

The Illinois Valley Motorcycle Club of La Salle, Ill., will hold a race meet at the fair grounds track, that city, on Labor Day, September 6th, at which it is expected some of the well known cracks will compete. A. B. Porter, secretary of the club, 937 First street, La Salle, Ill., has the affair in charge.

C. R. C. A. Cards 20 Miles Race.

The Century Road Club Association, Long Island Division, has announced a 20 miles handicap road race to take place at Valley Stream, N. Y., Sunday afternoon, September 12. Emil Greenbaum, 1745 Broadway, Brooklyn, is receiving entries for the race.

INTEREST IN UNPACED ROAD RACE

Big List of Prizes Offered by Empire City Wheelmen Attracts Many Entries—Some Surprises Expected.

With an attractive list of no less than 49 high grade prizes, the 15 miles unpaced road race to be held at Valley Stream, L. I., next Sunday, 29th inst., promises to be one of the greatest races ever held in America. It will at least be the first unpaced road race that has yet been held, a style of race which the enterprising Empire City Wheelmen of Brooklyn are endeavoring to popularize in America.

Chairman Samuel Barnett, who also is president of the Empire City Wheelmen, stated this week that entries are coming in fast, and that he expects to have a record-breaking entry list, although the race is not the sort that will attract out and out sprinters. Because of the traffic on the Merrick road on Sunday afternoons the race will be held in the morning, starting promptly at 10 o'clock. This will enable the riders to get to the Newark track in the afternoon and see the races there, if they so desire.

It is expected that this race will result in a great many surprises and it also is not improbable that the 15 miles record will "go by the board." It will be a handicap affair, each rider starting alone at 30 seconds intervals. The riders with the largest handicaps will start last, thereby reversing the usual order of things. This is done with the object of reducing to the minimum any possibility of one rider overhauling another and enjoying a sleighride. Whenever one rider overhauls another he will be compelled to immediately pass or else ride upon the opposite side of the road. Secret umpires will be stationed along the course so that riders will be under observation from the start to the finish of the contest.

As stated, there are 49 prizes, divided into 39 for place, five for time and five special awards. The first prize will be a Columbia bicycle. First time prize will be a fly-back, center second chronograph, with 25 years guaranteed case, and one of the same kind of watches will be put up for the second place award.

Will R. Pitman, the veteran referee, has consented to act in his usual capacity and the starter and clerk of the course will be Paul "Alphabetical" Thomas, with another old timer, L. S. Hoppe, as his chief assistant. Other officials will be selected from the various metropolitan clubs. Entries will close on Monday, 23d inst., at the regular fee of \$1, but post entries will be accepted at an advance of 25 per cent., in accordance with the National Cycling Association rules, under which the race will be held. Entries close with S. Barnett, 374 Fifth avenue, Brooklyn, N. Y.

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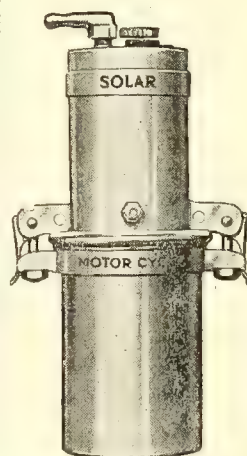
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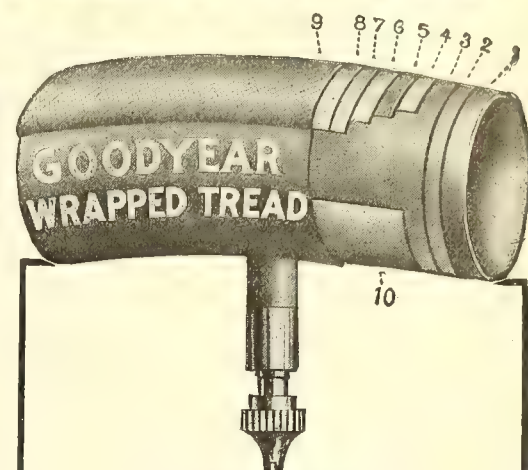
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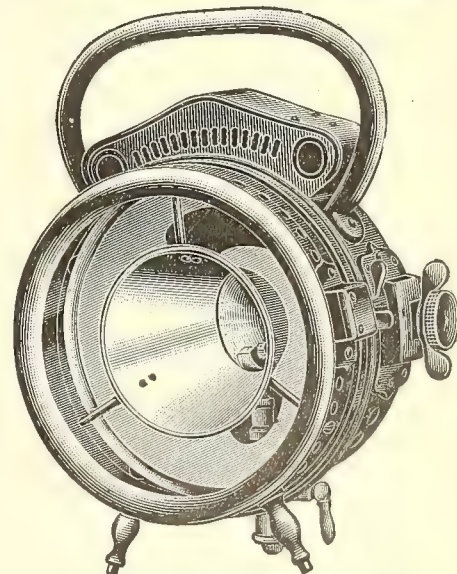
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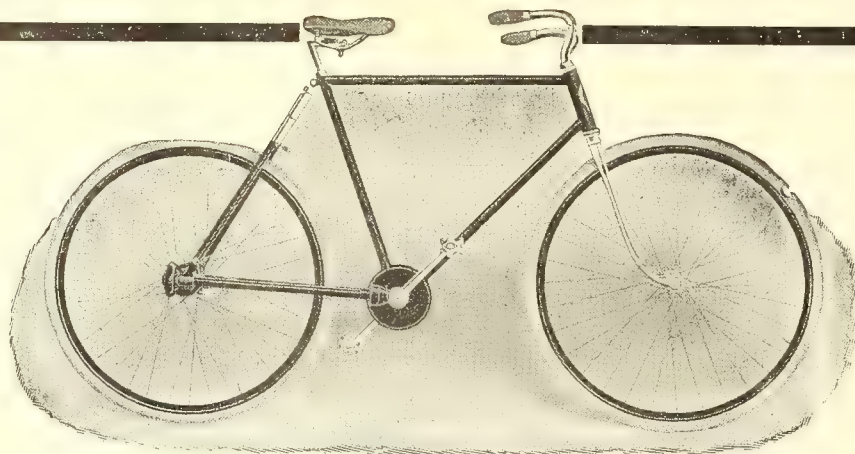
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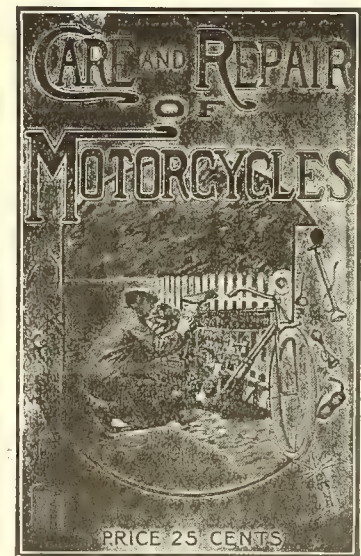
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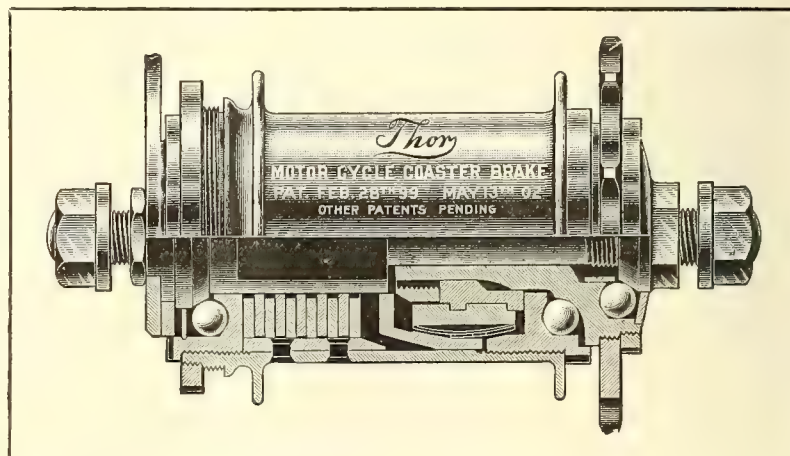
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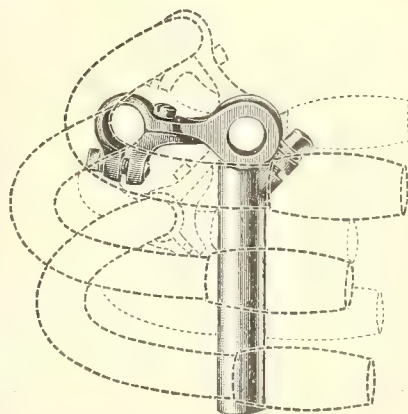
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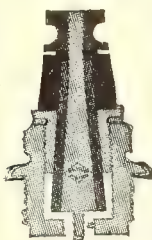
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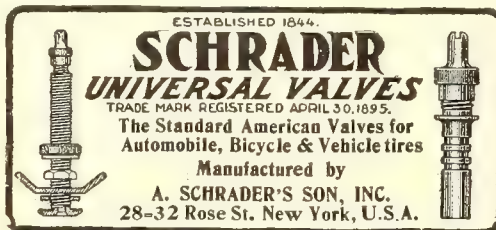
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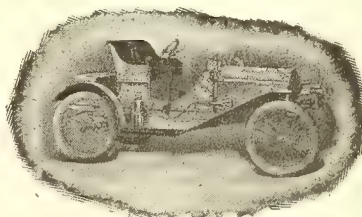
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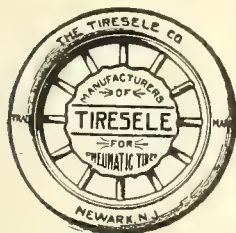
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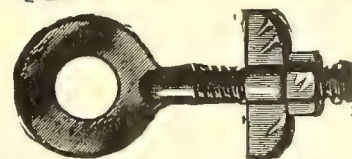


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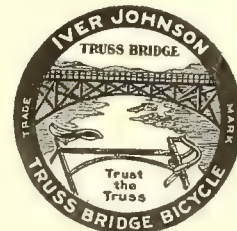
FROM

SHEET METAL

THE CROSBY CO., Buffalo, N. Y.

IVER JOHNSON Truss Bridge Bicycle

has the only scientific construc-
tion. The trussed arch makes it
strong, rigid, light, easy to run—
and everything about it is right.



Send for
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IVER JOHNSON'S ARMS & CYCLE WORKS
FACTORY AND GENERAL SALES OFFICE
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GIBNEY WRAPPED TREAD BICYCLE TIRES

WRITE FOR PRICE LISTS AND DISCOUNTS

JAMES L. GIBNEY & BRO.
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American Motorcycles

Our Agency proposition is the best
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IDEAL PLATING CO.
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TORPEDO MOTORCYCLES

WHY HESITATE? Unless you ride the BEST
you cannot be a SATISFIED MOTORCYCLIST.
You know there can be but one BEST and that is
the TORPEDO. Write for catalog and agent's terms.

THE HORNECKER MOTOR MFG. CO.

GENESEO, ILL., U. S. A.

Metric Separable Indestructible Mica Plug,
\$1.50.

(Trade **STA-RITE** Mark)
Ignition Plugs are now repaired perpetually,
free of charge, when returned to factory, be-
cause "They Stay Right the Longest."

THE R. E. HARDY CO.,

(Incorporated 1900)

Factory, 201 37th St., BROOKLYN, N. Y.
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Reduced Price for 30 Days

on Ovico motorcycle stand. You can remove rear wheel with stand in position. The strongest and best stand
on the market. It always sold for \$3.50. For 30 days we will accept orders for \$2.00. Regular dealers given their
discount.

OVINGTON MOTOR CO., 2236 Broadway, NEW YORK

Perfect Scores
and
Gold Medals
for the

Thor

in the National F. A. M. Endurance Run were won by private owners, which again proves that it does not take a factory expert to win on a *Thor*

Quality and efficiency such as that of the *Thor* will always stand by the man who purchases a *Thor* Motorcycle.

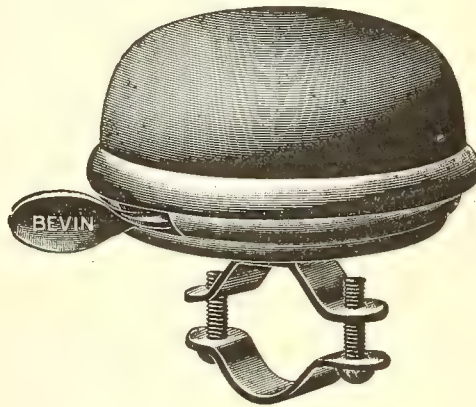
Aurora Automatic Machinery Co.
THOR BUILDING
Chicago, Ill.

DISTRIBUTORS:

BOSTON
Motorcycle Specialty Co., 258 Columbus Ave.
NEW YORK
J. S. Leng & Sons Co., 33 Murray St.
DENVER, COL.
Fred. Williams, 224 Sixteenth St.
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A. Freed, San Francisco, Los Angeles.

SUNDRIES
That Sell
Wherever
Bicycles are Sold

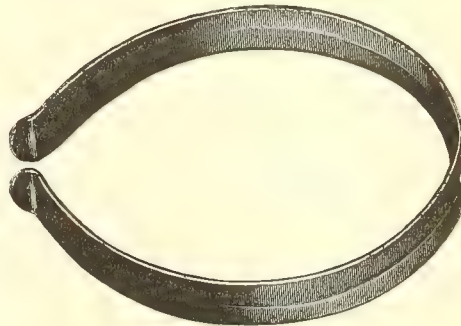
Bevin Bells



Bevin Toe Clips



Bevin Trouser Guards

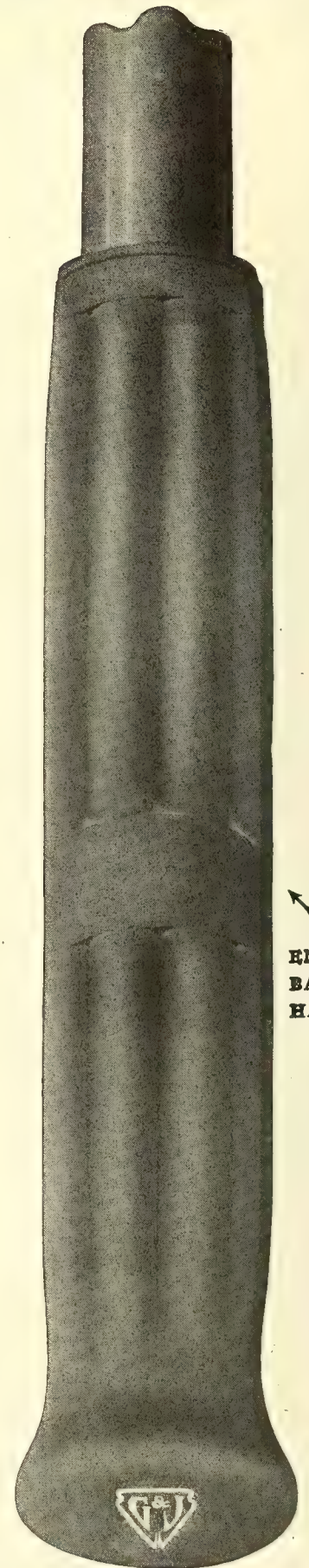


We Offer

such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.
EASTHAMPTON, CONN.



END OF
BAR
HANDLE

Order your new motorcycle equipped with

G & J ROUGH-RIDER GRIPS
Made of Rubber.

They relieve the vibration.

Price, \$1.50 Per Pair
For Sale by All Dealers.

G & J TIRE CO.
INDIANAPOLIS

In addition to the

Kokomo Motorcycle Tire

with Gridiron tread

which has created a new standard for both tires
and treads we now are producing the

Kokomo Motorcycle Tire

with raised studded tread

which makes that tread of real and lasting worth.
We do not squeeze the non-skid studs out of the
regular rubber tread; we put more rubber on the
tread—and lots of it—and then form the studs.

“Giving full value” has been our policy since we
first turned out a bicycle tire. The same policy
applies to our motorcycle tires and tubes, for we
make tubes, also.

Q U O T A T I O N S O N R E Q U E S T

KOKOMO RUBBER COMPANY
Kokomo, Indiana



OVER 100,000 automobile owners use Prest-O-Lite. Most of these have learned, through sorry experience, that feeble oil lamps and treacherous generators are sources of trouble, danger and expense.

Motorcyclists, with the same old lighting problem, are reaching the same solution.

With Prest-O-Lite, there is no uncertainty, no dirty work, no spurts of light, no intervals of darkness.

The road is flooded with light. The flame is steady,

no matter what the bumps. Turned on and off like a gas jet.

The Prest-O-Lite Motorcycle Gas Tank is 12 inches long and 4 inches diameter. Weighs 7 pounds. Holds 10 ft. of gas—40 hours of light.

Price. \$10. FULL TANK. (In exchange for empty) **60c.**

THE PREST-O-LITE CO. 245 E. South Street
Indianapolis, Ind.

Branches at New York, Boston, Philadelphia, San Francisco
and Cleveland. 3,000 Exchange Agents

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

—
STANDARD RUBBER PEDALS

—
SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

—
BREECH-BLOCK SPARK PLUGS

ALL are necessities; all
all are ready sellers
and in continued demand.
All are top-notchers. No
stock is complete without
them.

■
QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

In the only Championship event run off at Indianapolis

MORGAN & WRIGHT

Took 1st, 2nd, 3rd

These are wins to be proud of. Wins made when there was real competition on big 5 to 7 H. P. machines that show up what a tire is good for and demonstrate its maker's ability. Ask those who were there.

Morgan & Wright tires won the F. A. M. Championship in 1908, and had all the events been run off as per schedule there is little doubt that they would have made a clean sweep this year.

The results of these two races—the only **important** races of the day—justify the statement that

100 per cent. of the fast machines at the meet were equipped with Morgan & Wright Tires.

Look at the Summary—

Event No. 1—Morgan & Wright tires 1st.

Event No. 2 (F. A. M. Championship)—Morgan & Wright tires 1st, 2nd and 3rd.

Event No. 3 (Local Club race)—1st, 2nd and 3rd places went to two competing makes of tires.

Event No. 4—Morgan & Wright tires 2nd.

Event No. 5 (Professional)—Morgan & Wright tires 1st. No second on account of accident.

Event No. 6—Morgan & Wright tires 2nd and 3rd.

Event No. 7—**Championship.** (Run after practically all the best riders had withdrawn.) Morgan & Wright tires 2nd and 3rd.

The 10-mile professional race was won by Lingenfelder on Morgan & Wright tires. DeRosier unfortunately buckled his front wheel and fell. His Morgan & Wright tires, however, were in perfect condition and were **not** responsible for his accident.

MORGAN & WRIGHT

which the best riders of the country competed, MOTORCYCLE TIRES and 3d places

Morgan & Wright racing tires were the talk of the meet and were the only tires that successfully stood up under the terrific grind and strain of the Speedway.

There was not a machine on the track which was counted on to win the Championships or professional races that was not fitted with Morgan & Wright tires.

In the big events, Morgan & Wright tires were the choice of Lingenfelder, DeRosier, Huyck, Balke, Kellogg, Chappel, Goerke, Seymour, Voelker, Turner, Tormey and many other good but less known riders.

These were the men who were counted on to land the coveted championships and they chose Morgan & Wright tires when their lives and reputations were at stake.

Other tire makers were compelled to supply road tires, when they could, as a make-shift when their racing tires failed to stand up. Championships are seldom won on such equipment.

The condition of the track causing the withdrawal of the best riders whose machines were equipped with **Morgan & Wright tires** accounted for the winning of one or two of the events by slow machines on **these regular road tires**.

In the endurance run, we were unfortunate in not being represented on any of the committees, and the entries did not pass thru our hands. We are proud, however, of the showing made by M. & W. tires. They showed a percentage of perfect scores as high as any competing make and a **higher** percentage of machines finishing. But two casings were changed during the entire run, both for bad cuts. M. & W. Butt End tubes were in a large proportion of competing casings and they stood the grind in fine shape.

HT, Detroit

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MORGAN & WRIGHT MOTORCYCLE TIRES

Took 1st, 2d and 3d places

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MORGAN & WRIGHT, Detroit

1910 Line of
Bicycles Ready

Hudson, New England and Lenawee BICYCLES

containing many new
and improved features
which will be of interest
to the trade.

SAMPLES READY FOR
PROMPT DELIVERY

SEND FOR PRICES
They are money makers

OURS IS THE LARGEST
EXCLUSIVE BICYCLE
AND MOTORCYCLE
HOUSE IN NEW ENGLAND

J. W. Grady & Co.
WORCESTER, MASS.

A GRIP

That Merits Its Name



It Will Not Slip It Will Not Peel
It Will Not Crack It Will Not Wear Out
It Will Not Sweat The Hands

But it will give comfort and satisfaction and
will add to the appearance of any bicycle

The Wearwell Rubber Grip

is made over a single smooth tube,
covered with purest Para gum rubber—
soft, elastic, resilient—entirely seam-
less and shaped to fit the hand. The
rubber is firmly secured at both ends
by broad ferrules heavily nickel plated
on copper. It is carefully made and
will fit the handle bars perfectly.

Packed one dozen in a handsome display box

RETAIL PRICE **35 Cents per Pair**

TRADE PRICES ON APPLICATION
SEND FOR PRICES FOR STITCHED
LEATHER AND LEATHER WOUND GRIPS

Haverford Grip Co.
829 Arch St., Philadelphia, Pa.

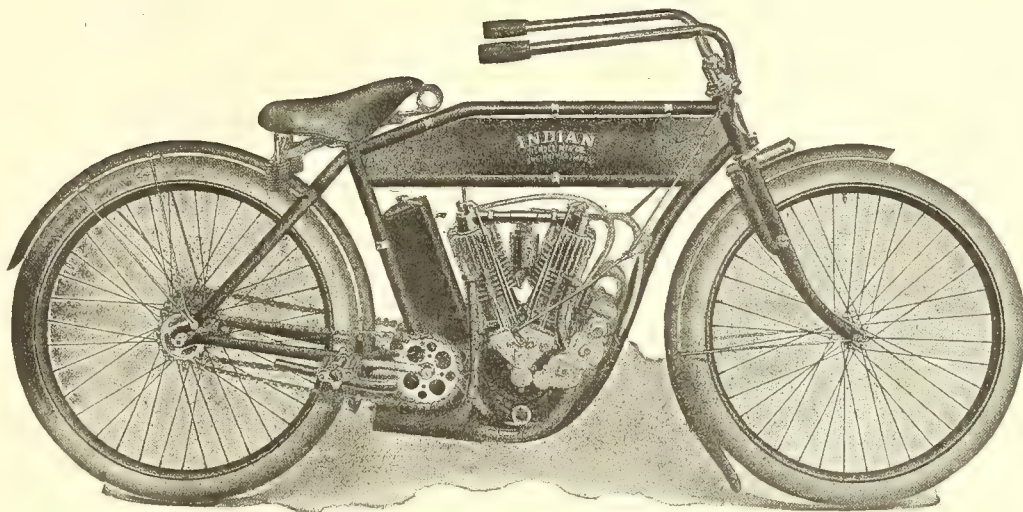
Racing Is Not The Whole Game

THE INDIAN

although it holds all records from 1 to 100 miles; has won every F. A. M. Championship ever run, and 90% of all other races everywhere—it is essentially

A TOURING MACHINE

It Has Been
Leader in
in Every
F. A. M.
Endurance
Trial Ever
Run.



It Won the
Great New
York-
Chicago
Touring
Contest.

It has made Perfect Score in the
Great English Six Days Endurance
Trials for 3 years in succession

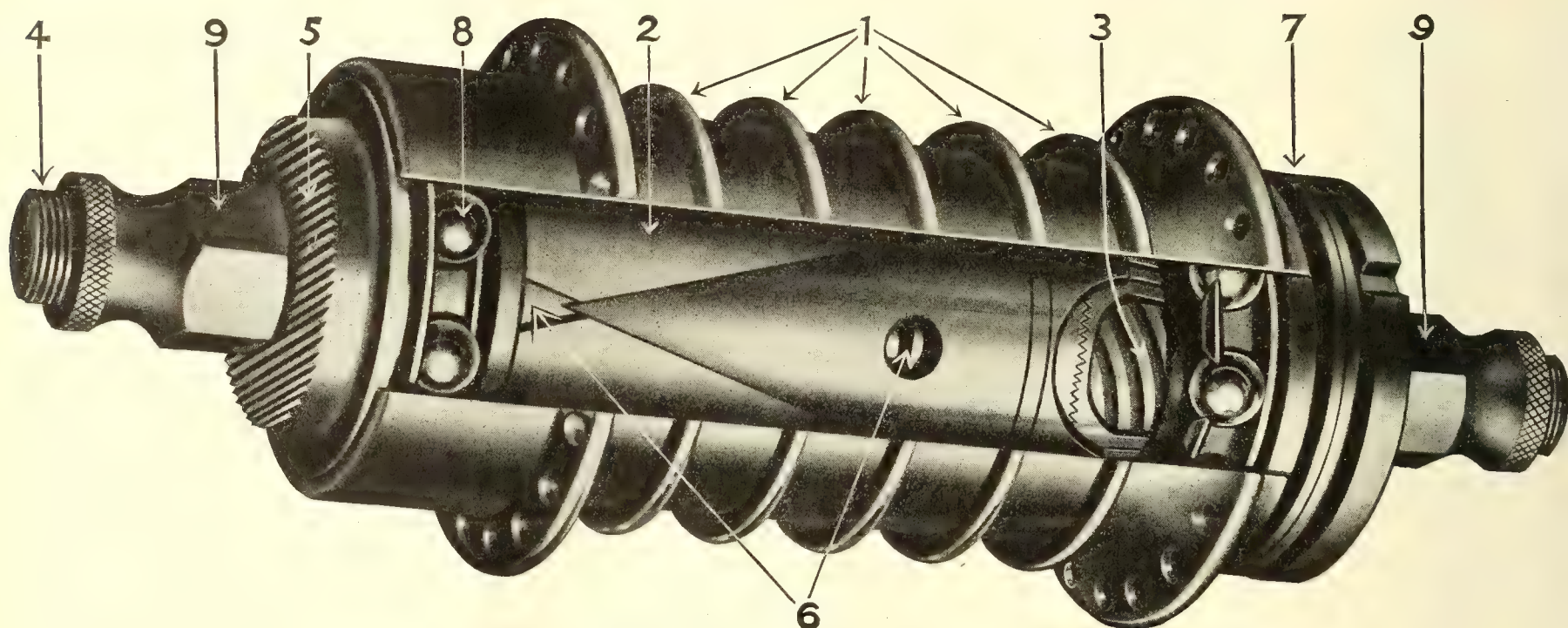
HENDEE MANUFACTURING CO.

Member Motorcycle Manufacturers' Association.

SPRINGFIELD, MASS.

CHICAGO BRANCH—1251 Michigan Avenue.

THE MUSSELMAN MOTORCYCLE COASTER BRAKE



Notice the Ten Points of Superiority

No. 1.—**COOLING FLANGES** which add over $13\frac{1}{2}$ square inches of cooling surface, making the total surface 42 square inches, making it impossible to overheat this brake. These cooling flanges also add an enormous amount of strength, barring any possibility of rupturing the shell in applying the brake, as is common with other hubs.

No. 2.—**BRAKE SHOE**.—Our construction permits a very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges.

No. 3.—**SHORT PITCH**. $\frac{5}{8}$ inch pitch. This is a very short pitch and gives one as good a leverage in applying the brake as a lifting jack. This leverage with our ample brake shoe gives you a power great enough to stop an automobile.

No. 4.—**LARGE AXLE**. 9-16 inch in diameter; strongest made. No danger of this axle bending or giving away under any condition.

No. 5.—**NO ARM**. This principle with our corrugated face on left stationary cone does away with building our brake with an arm. Arms or eccentrics create an undue leverage on rear forks, which is a common cause of trouble in other styles. Our construction causes the pressure when brake is applied of an end pull on rear forks and end push on the rear stays, making it impossible to break your rear forks.

No. 6.—**GREASE CHAMBER**. Our brake is built with a grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease for keeping the hub automatically lubricated for a season.

No. 7.—**CHAIN LINE**. Our sprocket set is fitted with two chain line rings; these with the straight and offset sprocket will give you seven chain lines, running from $2\frac{1}{8}$ inches to $2\frac{1}{2}$ inches, making it unnecessary to order special hubs for certain motorcycles.

No. 8.—**LARGE BALLS**. $\frac{3}{8}$ inch steel balls are used throughout, making the chance of broken balls infinitesimal.

No. 9.—**LONG STRONG AXLE NUTS**, built so as to accommodate any kind of stand.

No. 10.—**NO DRAG OF PARTS**. The principle of this brake is the same as the famous Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times, whether driving or being pulled by the motor. This is true only of the Musselman Coaster Brake.

DIMENSIONS.—MODEL A.—FOR BELT MACHINE.

Length over all outside cones, 6 inches.

Chain Line—Straight Sprocket, $2\frac{1}{4}$, 25-16, $2\frac{3}{8}$ inches.

Offset Sprocket, $2\frac{1}{8}$, 23-16, $2\frac{1}{4}$, $2\frac{3}{8}$, 27-16, $2\frac{1}{2}$ inches.

Drilled for 36 and 40 Holes.

Width of Flanges, $3\frac{1}{2}$ inches.

Sprocket, 3-6, 10 to 12 tooth, inclusive.

FOR FURTHER PARTICULARS WRITE TO

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, August 28, 1909.

No. 23

MOTORCYCLES AT ATLANTA SHOW

Makers Plan to Stage Models at the Big Southern Exhibition — Application Blanks and Diagrams Issued.

Motorcycles are to have a place in the first "national" automobile show ever held in the South and which will be given in Atlanta, Ga., November 6 to 13, in the Auditorium-Armory. Diagrams of the building and application blanks for space are being sent out this week to manufacturers of motorcycles, who have given evidence of their desire or intention to have their models on display, and it is known that a number of the prominent makers will be represented when the show opens.

The first allotment of space is scheduled to take place at the headquarters of the National Association of Automobile Manufacturers, No. 7 East Forty-second street, New York City, on September 8, and applications for space, in order to be considered in the first allotment, must be received by the Association by Saturday, September 4. No application after that date will be considered until all applicants up to that time have been taken care of.

The Auditorium-Armory, where the exhibition will be held, is one of the largest exhibition buildings in the South, and the diagrams that have been prepared indicate that 65,000 square feet of floor space has been made available for exhibition purposes.

The show is under the management of Samuel A. Miles, general manager of the National Association of Automobile Manufacturers, and Alfred Reeves, general manager of the American Motor Car Manufacturers' Association. Working in conjunction with Miles and Reeves in making the affair a success are such well known men as Asa G. Candler, president of the Atlanta Chamber of Commerce; John S. Cohen, Clark Howell, E. W. Gans, S. C. Dobbs, C. H. Ryan, E. M. Hanson, J. T. Fitten, and others prominent in Atlanta's

financial, newspaper and business circles.

The method of allotting the space is such that the automobile manufacturers will be provided for first, after which the members of the Motor & Accessory Manufacturers will be given the opportunity of awarding space to their members before the applications of other exhibitors will be taken up. No provision has been made for a distinct motorcycle section such as obtains at the Madison Square Garden show in New York, but the management has indicated that motorcycle exhibitors will be taken care of in such a way as to give them as much prominence as is possible.

Rockwell Returns from Germany.

President Albert F. Rockwell, of the New Departure Mfg. Co., Bristol, Conn., has returned from abroad, having completed arrangements for the transfer of the company's foreign manufacturing activities from Germany to Birmingham, England. The superintendents and heads of departments who went from Bristol to Germany will move to England.

Kavanaugh Retires from the Tire Trade.

J. B. Kavanaugh, manager of the New York branch of the Fisk Rubber Co., has resigned on account of ill health. On the advice of his physician he will take a rest from active business for about a year. He has been in the tire and rubber business for over 10 years, formerly as a representative of the Hartford Rubber Works Co.

Cook Joins American Motor Forces.

LeRoy Cook, who has been in the advertising business in New York and who is the new secretary of the F. A. M., has joined the forces of the American Motor Co., at Brockton, Mass. He will be the advertising manager.

Whitney Succeeds Fisher at Chicago.

John T. Fisher, for several years manager of the Hendee Mfg. Co.'s branch in Chicago, Ill., has resigned. He is succeeded by P. B. Whitney, a special representative of the concern.

TRADE TRYING TO CURB GAMAGE

Methods of English Price Cutting Concern Arouse Wrath of Manufacturers—Handles American Goods.

In the sale of their goods in Great Britain not a few American cycle and sundry manufacturers have encountered difficulties with the firm of A. W. Gamage, Ltd., of London, whose proclivities for cutting prices in defiance of the manufacturers' plans and wishes have been the cause of many lively legal tilts in the past, and the concern has of late been so overt not only in the handling of American goods obtained by underground methods, but British goods as well that the trade in England has taken steps to discipline it. As a preliminary attempt in this direction the Society of Motor Manufacturers & Traders has expunged Gamage's from its list of members, and a more or less united campaign has been started to embarrass the concern in obtaining goods, until it respects the price arrangements which the trade deems should be observed.

As the firm has secret connections with many wholesale houses in the United States the problem of preventing its getting American goods to which it is not entitled will remain a troublesome one. In addition to being resourceful the concern also is powerful in direct battle, as is evidenced by the fact that it recently broke down the British patents of the Gillette safety razor in a legal fight in which the Gillette interests tried to compel by law a cessation of price cutting on their goods. When manufacturers have been successful in keeping their goods out of Gamage's hands, the firm has been known to have imitations made in Germany or elsewhere that were so like the genuine articles that no one but an expert could tell the difference. The campaign to reduce it to submission promises, therefore, to be one calling for determined co-operative effort.

PRINCIPLE OF THE SQUARE DEAL

Its Essentiality to True Success in Business—Parasites Who appropriate the Success Created by Others.

Success does not mean simply carrying our point, making money and accumulating fortunes, but it has a broader meaning. A man who accumulates a fortune by shady methods has not made a success, but the man who accumulates something by honest methods, has a clear conscience and is happy and contented, is the man, in my opinion, that has attained real success, says R. H. McDuffie, in an article entitled "True Success in Business." I believe the square deal is the only method that will produce genuine success, and when the square deal is combined with well developed ability placed in full action success is bound to follow.

The principle of the square deal is not only to be honest and reliable in a general sense, but to be so in the absolute sense; that is, to aim to give an exact equivalent in every transaction and to give the highest possible worth to everything we produce and offer for sale. To simply be honest in the ordinary sense of the term is not enough; we must be so honest that we will not give anything to the world but the very best we can produce. The man who places an inferior product upon the market when he has the ability to produce a superior product is not strictly honest; he is not giving his best to the world. We are not giving the world a square deal unless we offer our very best.

The man who is reckless or slovenly in his work is not an honest workman, even though he may be poorly paid just now. To be strictly honest and thoroughly just to himself he must do his work so well that he could not possibly improve upon it.

There are many people who believe that absolute honesty is not necessary to success, and there are a few even who believe that reliability is an obstacle if great success is to be attained, but it will not require much clear thought to understand that the opposite is the truth. The real business of the world is based upon the principle of an exact equivalent, returning worth for worth, and so necessary is this principle to the very existence of the business world that no enterprise whatever could exist if this principle were removed.

The man who accumulates a fortune through "shady" methods does not engage in real business; he simply acts as a parasite upon the reliable business enterprises of other men. He would therefore starve if honest men should cease to conduct business. The parasite always dies when you remove the source of his life and power.

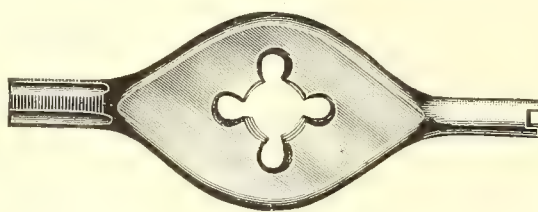
Take away legitimate business and illegitimate business would go into bankruptcy at once; take away illegitimate business and

the legitimate would thrive as never before. Destroy the animal that supports the parasite and the parasite will also die, but remove only the parasite and it is clear that the animal will become stronger, healthier, more vigorous and more powerful than ever before.

The honest business of the world not only supports itself, but it also supports the dishonest; it not only supplies vitality for its own continued existence, but it gives away a great deal of extra vitality to keep alive the parasites. If it should cease to

Tool for Repairing Tire Valves.

Removing the inside of tire valves in some instances is attended with no little difficulty, owing to the fact that through rust or a cutting of the threads the interior mechanism becomes wedged or stuck, but the remedy for such a situation has



been devised in a special tool designed for just such emergencies. Not only are the inner parts easily removed, but in a new valve tap and die produced by the Motor Car Equipment Co., of New York City, the thread may be restored if injured, so that a new inside may be inserted without the necessity of replacing the entire valve. As shown in the illustration, one end of the tool is slotted to be used for the removal while the other end is a tap for reaming out a new thread. The center portion of the tool is used for rethreading the outside of the valve, in cases where the valve cap has been struck and the thread broken. The device, which retails for 25 cents, is made of one piece of drop forged steel, highly polished.

give away that extra vitality and use all its life in promoting its own legitimate ends, it is evident that real, legitimate business would overflow with wealth in every part of the world.

The square deal, combined with well developed ability, will win every time, and its gains will be far greater when it refuses to give part of its life to keep parasites in thriving existence. The man who thinks there is no success in reliability tries to supplant his own lack of ability with unreliability. Being unable to create his own success he appropriates a considerable portion of the success that has been created by others. He calls his own power of appropriation and accumulation success, but he forgets that if others did not create success there would be no success for him to appropriate, and he also forgets the fact that only the man who creates success is entitled to success.

When the majority realize that it is only ability that can create success, and that ability produces the greatest results when acting through reliability, the parasite will disappear from the business world, and the number realizing this great fact is growing very rapidly.

In my opinion the quickest way to eliminate this parasite and thereby remove the greatest block in the way to greatest success is to take advantage of the great opportunity we have to labor honestly and deal fairly with our fellowman, always keeping before us as our motto, "A square deal to all."

To the 85,000,000 of people that make up this great republic the opportunity to labor honestly means more than to all the world besides. It means the development of resources great beyond the comprehension of any mortal, and the diffusion among all of riches to which the glories of "The Arabian Nights" are but the glitter of the pawnshop, and to which the sheen of all the jewels of this earth are but the gleam of the glow worm in the pallor of the dawn.

Big Decline in Germany's Exports.

Germany's exports of cycles and parts for the four months ending with April, 1909, showed a decline of \$618,990, as compared with the corresponding period of the previous year. The totals were \$4,235,450 for the first four months of this year, as against \$4,854,440 for those months last year. While the decline appears wholly in the shrinkage in the number and value of complete machines exported, there was a slackening off in the exports of parts, the increase in this item, amounting to \$55,500, being much less than was shown in 1908. The total exports of parts for the first four months in that year was \$3,608,950, and for this year it was \$3,664,450. Exports of complete machines totaled 36,843, valued at \$114,200, as against 71,945, valued at \$249,097 in 1908.

There was an increase of \$6,655 in the value of foreign cycles and parts imported into Germany during the period specified, the totals being \$64,415 for 1909, as against \$57,760 for 1908. The increase was wholly in the valuation of parts, imports of complete machines showing a decline amounting to \$2,590.

Dunlop Advances Prices of Tires.

The enormous increase in the price of crude rubber has led to an unexpectedly sharp increase in the price of cycle and motorcycle tires in Great Britain. The big Dunlop Tire Co. has advanced its figures 15 per cent., while another company has boosted its prices a full 25 per cent.

Japan Classes Tires as Cycle Parts.

The Japanese authorities have ruled that in future imported cycle tires will be treated not as rubber, but as cycle parts. As parts they will be subject to a duty of 95.60 yen per 2 cwt., a yen being practically 50 cents in American money.

PUZZLES OF BELT TRANSMISSION

Weight of Fly Wheel in Its Relation to Slippage—Type and Material of Belt Factors in the Problem.

In determining the causes of some of the troubles that develop in motorcycles, the nature of the difficulty is not always directly to be arrived at by evidence visible to the eye, but requires deductive and logical reasoning from merger premises. Belt drive transmission, while apparently simple in its elements, may offer puzzling phenomena at times, according to S. A. Harding, of Charlestown, Mass., who in narrating to the *Bicycling World* his experience with this type of transmission, shows how it is possible for the mind to conceive a source of trouble that is not discoverable to the senses, while he incidentally explains his method for remedying defective belt operation where the motor is characterized by quick, jerky impulses due to light fly wheel mounting.

"My experiences with that necessary evil, the transmission, have been many. I first owned a motorcycle equipped with a $2\frac{1}{2}$ horsepower De Dion motor, $\frac{7}{8}$ inch flat belt and $3\frac{1}{4}$ inch front pulley. This machine had very large fly wheels in proportion to its piston displacement. I had practically no belt trouble with this machine. It would run hundreds of miles with no attention, other than a little dressing on the belt occasionally," he says. "I sold this machine, and later, bought another one much lighter in weight, with a small high speed, high compression motor with light fly wheels.

"This motor would overheat on the slightest provocation, in spite of changing the timing of the valves, cleaning out the muffler and other remedies generally advanced for an overheated motor. I finally cured this trouble by inserting a flat ring $\frac{1}{4}$ inch thick, between the crank case and cylinder, thus raising the cylinder that amount. The power was if anything increased by this expedient, besides curing the overheating. But the machine had a $1\frac{1}{4}$ inch belt with a $3\frac{1}{2}$ inch pulley, and, although the power generated by the motor was no greater than that of the first machine, I was troubled with continual belt slippage.

"The only way that I could make the belt hold was to scrape it off thoroughly every ten miles or so, and apply a little dressing, then mount and ride until the belt commenced to slip again, and repeat the performance. I used the same kind of belt as on the first machine, a double ply mineral tanned one.

"Getting tired of the fussing necessary to keep the machine running, I put spikes in the front pulley, and then punched holes in the belt to engage in the spikes, thus making what might be termed a leather

chain. This worked fine for awhile, and I thought my troubles were at an end, when to my surprise and disgust, the same old trouble reappeared. I made sure that the pulley was tight on the shaft, and tightened the belt, but it was no use. The only explanation was that the belt was slipping over the rear pulley.

"If a belt will slip over a 23 inch rear pulley, what could be expected of the smaller front one? Why should I have so much trouble with this machine on that account, when my first machine, weighing over 25 pounds more, and having a belt $\frac{3}{8}$ of an inch narrower, and with practically the same size pulley, gave me no trouble to speak of? There seems to be but one logical explanation of this anomaly: the first machine had very large and heavy fly wheels, nearly as heavy as some more modern machines of twice the piston displacement, which absorbed the shock of the explosions giving a smooth and constant application of power, and entailing no slippage of the belt.

"In the second one, however, the fly wheels being very light and the compression high, the shock of each explosion was distinctly transmitted to the pulley, causing an excessive amount of slippage at every explosion, which caused the belt to glaze over quickly and allowed the engine to race, which condition could be remedied by scraping the belt. The conclusion would seem to be that flat belts are not suitable for small high speed engines, not so much on account of the small size of the pulley, but because of the sharp sudden nature of the explosions, which are poorly absorbed by the fly wheels.

"I am now using a flat rubber and canvas belt, which works well, but last only a quarter as long as a leather belt, but inasmuch as it only costs 5 cents a foot to renew it, it is more satisfactory. Instead of glazing over, the surface roughens up with use, and when one side is worn down to the canvas, it can be turned over and the other side used. For a belt coupling, I use an ordinary $1\frac{1}{4}$ inch hinge, with the head filed off the pin, so that I can remove it when I want to take the belt off."

Adjustment of the Split Bearing.

After taking up lost motion in a split bearing care should be taken in making the final adjustment, so that the strain of the bolts comes not on the journal, but on the faces of the bearing liners or bushings. Where they do not come together they should be separated by thin "shims" or liners, upon which all the pressure is put.

Coloring the Door Lens of a Lamp.

When it is desired to convert a lamp with a clear front glass into a tail or rear light, the door lens can be colored by dipping in a solution of white shellac, denatured alcohol, and red aniline dye. The glass should be removed from the door frame, and suspended from a wire before dipping.

THE ADAPTATION OF FILE HANDLES

Special Devices Necessary for Certain Classes of Work—Importance of Securing Perfect Tool Control.

Of the many file handles of special construction hitherto devised, there are none which have as yet combined that simplicity, utility and economy necessary to take the place of the ordinary wooden handle; it seems hardly possible to improve, for most applications of the file, upon a wooden handle that is conveniently formed and properly ferruled, provided it be firmly affixed and carefully used.

The file, when used in the ordinary manner, considerably exceeds the length of the work; but when such is not the case, as in filing large table surfaces and shaping cut recesses of considerable length, or when, from other causes, the ordinary handle will not answer, it then becomes necessary to grasp the file by holders of special construction. These special devices (many of which are quite rude), are numerous, and vary to suit the particular shape of the file and the work to be performed.

Short pieces of files of special construction are sometimes clamped to the slide rest, to be used upon work revolving in the engine lathe, and are soldered or screwed to bent handles when required to be used in finishing in and around the bottoms of shallow cavities. The necessity, however, of this last and troublesome method of holding the file, may be avoided by the use of a stub file holder. Wood workers not infrequently clamp one or more files to pieces of board, or fasten them by means of staples and wire pins, or by cutting in in such a manner as will enable them to smooth out grooves, or true up the edges of their work, using the board or holder as a gauge. Bent rifflers are sometimes required, in reaching certain irregularly shaped cavities.

In filing large table surfaces, the tang is frequently bent upward, to admit of the hands clearing the work when the file passes over the surface; sometimes a crank shaped holder is employed, having one end fitted to the tang of the file while the other is fitted to receive the handle.

These devices, while facilitating somewhat the handling of the file, do not give that perfect control which enables the operator to manipulate it at will, nor do they aid in governing its convexity. To have the file truly and firmly handled or properly affixed to a suitable holder is the first step in point of economy as well as in the production of good work.

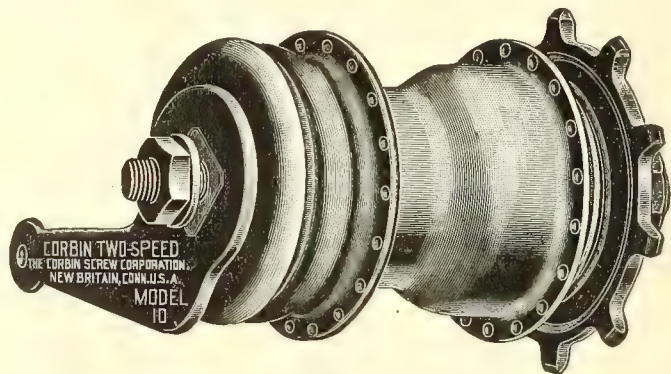
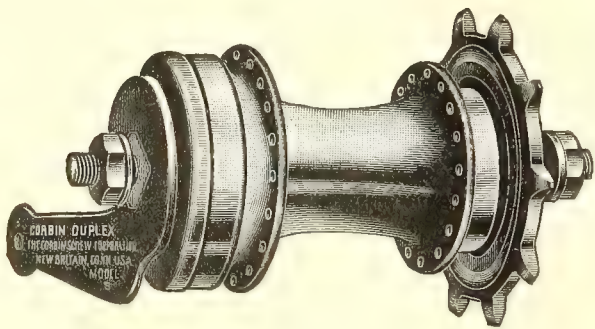
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NEW BRITAIN, CONN., U. S. A.

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"Enclosed find renewal of my subscription for the Bicycling World and Motorcycle Review. I can't get along without it."
—O. S. Hitchcock, Toledo, Ohio.

Development of the Coaster Brake.

Many motorcyclists are so intent upon the speeding powers of their mounts that they have small time to appreciate the importance of the very necessary and opposite quality. Not only must the motorcycle be able to start, but it must be able to stop. And upon the success of the braking equipment depends a great deal more than can be imagined except by one who has had the bitter experience of trying to pull up suddenly with a brake that would not work. Such things have been known to happen even to veteran riders.

While constant progress has been made during the past few years in developing the propulsive qualities of the mount, it is a fact which at times has been overlooked, that the coaster brake was undergoing little change. Much to the credit of that efficient device, its development for bicycle purposes had been so effectively carried out that when transposed into the motorcycle it required practically no change mechanically; only an increase in size and power, to compensate for the added weight

of machine it was destined to control. But within a comparatively short time it has been borne in upon the makers that the current styles had become insufficiently effective for the newer motorcycles. However efficient a coaster brake might be as applied to a $2\frac{1}{2}$ horsepower mount, it was apt to prove too light when installed in a machine of double or more than double the horsepower. The general realization of this fact, and the recognition of it which is expressed in the latest types of brake should be a cause for general congratulation.

Nor is the simple fact that practically all the coaster brake manufacturers have increased the sizes of their product from 100 to 200 per cent., as well as increasing the price, sufficient explanation. Increased braking power means greater strength in every part, not merely greater dimensions. The fact that this involves the working of a slightly greater amount of metal is one of the smallest elements in the change. There are involved, practically new designs from start to finish, the design and construction of new tools throughout, and practically as much trouble and production expense as would be entailed in the evolution of an entirely new device. All this being so, the appearance of the new brakes in the market is a great deal more significant than the bare announcement of the fact would seem to imply.

Drastic Enforcement of Speed Law.

Straying cattle instead of being allowed to wander about the village streets used to be "arrested" and taken to a special "lock-up" whence their owners could redeem them only upon payment of a fine. More than once it has been proposed to regulate speeding motorcyclists, and automobilists as well, by the same heroic means. But it remained for a California judge, sitting in juvenile court, to put a somewhat similar principle to the test. Whether or not his decision is accepted as a precedent by other courts—and under the laws of some states it might be carried out in the case of the lawless automobile driver as well as the too hasty motorcyclist—it is certain that the publicity which the case is receiving will cause more than one heedless rider to pause and consider whether the game is really worth the candle.

By Judge Wilbur's ruling, Haas and Whitsell, the two Los Angeles boys, will be unable to use their motorcycles for one whole year. They knew it was against

the law to exceed a certain speed limit; they knew that in doing so they were endangering the lives of pedestrians and other users of the streets; they knew that the laws were made, not in a spirit of oppression and with the intent of restraining decent young folks from having their fun, but for the purpose of protecting the interests of all people with the least possible inconvenience to any individuals. These two boys knew all this, because they have been brought up in a community where the newspapers, the preachers and the business men are constantly discussing the making and breaking of laws, and where the violation of some laws, at least, is considered an extreme dishonor.

Knowing these things, they yielded to a perfectly natural and innocent impulse, "loosened up" just a little bit, and without intending any particular harm to anybody, perhaps without actually endangering anybody, they "took a chance"—and lost. It was criminal to ride faster than the law allowed. Now, by the decision of a thoughtful judge, it is made criminal for them to ride at all. Perhaps the frightened youngsters were mightily relieved when sentence was pronounced, to find that they were to have their liberty instead of being sent to the detention home or to jail. But they will find the punishment severe enough. If they violate their parole, they will be subject to the same sort of treatment as house-breakers or common thugs.

Judge Wilbur's method, if generally applied would put an absolute stop to the practice of overspeeding. It could not help it. It would remove from the highways all motorists who failed to respect the thing called law, regardless of whether they were in sympathy with it or not. But it is to be hoped that his example will not be followed. It ought not to be necessary to carry the matter as far as that, and anyway, it seems a little stronger medicine than should be necessary in the ordinary case. The effect of the incident, however, should prove of general benefit.

About Piquing Popular Curiosity.

Dealers who find cause for dissatisfaction in the fact that it is as difficult to draw the attention of the public when a machine is on exhibition in the store as it is to prevent the crowd from pressing close when something goes wrong on the road, well might draw a lesson from the circumstance and turn to good account the inevitable curiosity of the people. Now that manufac-

turers are beginning to be able to supply motorcycles at such a rate that it is possible to have one or more machines on display practically all of the time, it is possible to carry out any office demonstration and exhibition schemes which may be evolved. In many instances this has not been possible hitherto, because of the impossibility of maintaining even one or two machines in presentable condition.

The public, which so eagerly presses about a motorcyclist who is in trouble, may be turned aside in equal numbers and with equal interest at any time for an equivalent attraction. The dealer's problem, then, is to conceive some way of presenting the equivalent of a road breakdown in its curiosity exciting phases, if he would succeed in attracting a crowd about his store. Close analysis of the essential spirit which prompts the idle and curious to gather about a machine which is laid up by the roadside reveals the fact that in order to attract attention it is not necessary to undertake to carry an actual repair work in the show window, nor to dismount any of the mechanism in full view of the crowd in order to secure the desired result.

The promptings of idle curiosity and the insatiable human desire to "watch the wheels go 'round" require only mechanical novelty. Because an intentional exhibit in a store window is somewhat less in the public eye than an unintentional exhibit which blocks a thoroughfare, it is necessary to draw attention to it in some way. Merely to put a new machine in a window and label it a new machine is not sufficient. Put it on a suitable stand and arrange to have it driven by belt from a concealed electric motor, or from the line shafting of the repair shop, however, and an advantage is gained which only a very brief trial will be sufficient to prove the value of. If the machine happens to be equipped with a two speed gear, arrange for the power to be supplied to the crank shaft, and put a boy in the saddle to change gear, and provided the store location is such as to give the display the proper advantage, there will be more difficulty in keeping the crowd moving fast enough to clear the sidewalk than there will be in persuading the passers-by to pause for a moment.

Nearly all manufacturers at show time have special exhibition machines, polished and otherwise equipped for demonstration and exhibition purposes. Many of these machines are cut away to show the essential working parts in action. It is a curious

fact that the majority of such displays are stored away from one show time to another. But the wideawake dealer, with a little persuasion, might prevail upon his maker to loan him such a machine for a few weeks for advertising purposes. Once the movement was started, it is probable that the manufacturers themselves would awake to the value of the thing, and route the special demonstrator to all dealers, allowing each to keep it for a length of time proportional to the relative importance of the different establishments.

Dealers who never have felt the importance of the window display, who never have been able to detect any results attributable to its influence, should learn a lesson from the methods of the master merchants of the country, the department store people, whose windows never fail to draw, and for the simple reason that they are planned and set as an important part of the merchandizing system. With the small quarters and limited facilities of the average motorcycle dealer not too much is to be expected. At the same time it is possible to accomplish a great deal more than ordinarily is done by giving proper thought to the matter and working with a view to attracting the attention and provoking the curiosity of the crowd.

Motorcycles for State Constabulary.

Sometimes with a view to creating jobs and occasionally because of a real necessity for their services, a few of the states have established state police or constabulary, doing emergency duty outside the functions of the municipal, town and county officers, but Pennsylvania is the first state to equip these men with motorcycles in order that they may be brought into action quickly when necessary. Because of the frequent coal mine and iron mill troubles in the Keystone state, the state constabulary have only too frequent calls to quell riots and protect property, and in such instances their speedy arrival is of prime importance. Twelve of the men have been supplied with machines, and if it is found that their efficiency in police work is increased to the degree that the authorities anticipate, the system will be greatly extended.

Rating of the Riders at Salt Lake.

Iver Lawson and Phil Wright are the two king-pin pedal pushers at Salt Lake City. Since the season started Lawson has won 20 firsts, 4 seconds, one third and two fourths, netting him a total of 126 points, Walker is second in the professional class, having 79 points, and Downing is third with 51 points. Wright easily heads the "simon pures" with 170 points gained by

COMING EVENTS

August 29, Brooklyn, N. Y.—Century Road Club Association's annual veteran's century run to Sayville and return; open.

August 29, Valley Stream, N. Y.—Empire City Wheelmen's 15 miles first unpaced road race; open.

August 29, Brooklyn, N. Y.—Century Road Club Association's annual veterans' reunion and century run; open.

September 2, Detroit, Mich.—Detroit Motorcycle Club's race meet on State Fair Grounds track; open.

September 2 and 3, Des Moines, Iowa—Motorcycle race meet at fair grounds track; open.

September 4, 5 and 6, New York City—Harlem Motorcycle Club's annual fall run to Atlantic City and return; open.

September 6, Rahway, N. J.—Pierce Cycle Club's sixth annual 25 miles Rahway Furniture handicap road race; open.

September 6, La Salle, Ill.—Illinois Valley Motorcycle Club's first annual race meet at fair grounds track; open.

September 6, Vincennes, Ind.—Bicycle and motorcycle races at fair grounds track; open.

September 6, San Jose, Cal.—Bicycle races and games; open.

September 6, Wildwood, N. J.—North Wildwood Automobile Club's motorcycle races on speedway; open.

September 10, Lowell, Mass.—Motorcycle road races in connection with the Lowell automobile carnival; open.

September 11, Elizabeth City, N. C.—Elizabeth City Motorcycle Club's race meet; open.

September 12, New York City.—Century Road Club of America's pleasure trip to Rye Beach and return; open.

September 13, Topeka, Kan.—Topeka Bicycle and Motorcycle Dealers Association's race meet at fair grounds track; open.

September 19, Valley Stream, N. Y.—New York State Division, Century Road Club of America's annual 100 miles road race; open.

October 27, 28 and 29, Dallas, Tex.—Motorcycle races at State fair grounds track.

winning 24 firsts, 11 seconds, 6 thirds and one fourth. Hall McCormack is second with 115 points, and J. B. Hume third, having scored 75 points.

Dates for "Wheel About the Hub."

In order to include Labor Day, this year's, the 31st annual Wheel About the Hub, conducted by the Boston Bicycle Club, will be held September 4, 5 and 6. The run will start from Roxbury, Mass., at 10 a. m. Saturday.

ROOT TAKES ASBURY PARK HONORS

Big Crowd Attends Interesting Meet on Dirt Track—Good Contests interspersed with Amusing Incidents.

Judging from their showing on Saturday afternoon last, 21st inst., dirt racing does not appeal very strongly to either Frank L. Kramer or A. J. Clarke, the two chief

most interesting held this season, and Asbury Park's summer population turned out en force to witness the champions battle for cash and honors. The scene reminded one of the "old days" when Asbury Park was regularly included on the circuit, when Zimmerman, Bald, Sanger, Taylor and other cracks battled like the Trojans they were. On Saturday last the large grand stand was comfortably filled, while the bleachers were crowded. Newark sent

dull moment from the time the novice race was called until Root won the five miles handicap late in the afternoon.

The track is a dirt affair measuring one-third mile and while it was a bit soft on the turns the home stretch was in excellent condition and the result was that hair-raising finishes brought the large crowd of spectators to their feet several times during the afternoon. Regular policemen were employed to keep the spectators off the track,



1. HUNTER DEFEATING SCHULTZ IN MOTORCYCLE RACE. 2. ROOT WINNING MILE OPEN PROFESSIONAL. 3. CASH CHASERS WAITING FOR THEIR HANDICAPS. 4. HANDS ACROSS THE CHAMPIONSHIP CHASM. 5. ANNOUNCER BEDFORD, REFEREE KELSEY AND MANAGER HARVEY CONFER. 6. SEEN AND SEEING IN THE BLEACHERS. 7. COPS MINUS CAPTIVES "AT THE BAR."

claimants for championship honors. At the national circuit meet held at the one-third mile track at the Asbury Park (N. J.) athletic grounds neither Kramer nor Clarke showed to the front, Edward F. Root, of Melrose, Mass., taking the honors in both the open races for professionals.

Taken all in all the meet was one of the

down a large crowd on a special train. The meet was arranged through the joint efforts of J. M. Chapman, manager of the Newark Velodrome, and J. H. Harvey, manager of the Asbury Park track, and with the same officials on hand that weekly officiate at the former track everything went off like clockwork. There was not a

but they were not needed and spent most of their time in the shade of the refreshment stand that had been erected on the east side of the grand stand.

One amusing incident occurred during the motorcycle race between James Hunter and Bob Schultz. The track is located on the south bank of Deal Lake and during

the afternoon several boats fastened lines to the bank and enjoyed the racing free of charge, as the back stretch runs very close to the lake. While the motorcycle race was in progress a man came up the lake in a motor boat. He stopped his engine, dropped an anchor and stood up in the bow of the boat to see better. Just at that time Hunter and Schultz came around the lower turn so fast that one of them skidded on the slight bank. The man in the boat evidently thought the motorcycle rider was headed straight for him, as he threw up his hands, fell backward off his boat, landing with a loud splash in the wet, though not very deep lake.

When Announcer Bedford introduced "Frank L. Kramer, champion of America, and Jackie Clarke, champion of Australia—acknowledged to be the two best bicycle riders in the world," naturally the crowd, many of whom had never seen Clarke, sat up and took notice. It was a disappointment when neither of the two champions came in first.

Following a close novice race, in which Sherman C. Haberle, of the Plainfield C. C., defeated John Struber, of the Empire City Wheelmen, the professional riders lined up for the one mile scratch. Clarke, Kramer, Fogler, Fenn, Root, Anderson, Stein and Fred Hill had qualified in the four trial heats and the lineup from the pole out was in this order. In the first lap positions changed with kaleidoscopic rapidity. Root led for a while, then was passed by Hill, and finally Clarke. In the second lap Fenn got around Clarke, only to be passed by Anderson and Root, the last named leading at the bell, with Fogler in second position. Root's ride was really remarkable, as he was not headed the entire third of a mile. In the home stretch the riders spread out a little and Fogler came up strong, he, Root and Fenn furnishing a blanket finish. Kramer was a little distance behind for fourth and Fred Hill took fifth money.

There was a brief lull for a minute until William Corcoran sang "My Wife's Gone to the Country," which moved some leather-lunged "fan" to yell:

"Look out, old man. I saw her here on the boardwalk last night."

The three miles inter-state championship for amateurs brought out a large field of starters, although for the most part they were visitors. In fact, there was only one local rider—E. Berghoff—and he finished last in every race. The race was run in one-third mile heats, of which there were five, three riders qualifying in each for the final. Percy Lawrence, the new amateur champion, had the pole in the final heat. Hardy A. Jackson, the colored champion of New York, set the pace for three laps, then gave way to Walter Raleigh, Acorn A. A. Ernest Jokus, of the National Turners, led for the fifth and sixth laps. Heidrich, of the Roy Wheelmen, led at two laps to go, but was passed by Lawrence of the same club coming into the homestretch for the bell lap. Lawrence's sprint

was remarkable, for those who have seen his riding did not think that he would be able to go a third of a mile. Lawrence had the calibre, however, and defeated John Brennan by three-quarters of a length.

All the professional riders who did not win any money in the mile scratch were entitled to ride in the two miles invitation and Menus Bedell was placed on scratch, Clarke declining to ride, although he was entitled to. Nineteen riders started and Ben Hill, from the limit, led the first time around. Hunter was in front the second time and West headed the procession at the mile, having in the meantime closed the gaps. At the bell Edward Rupprecht, Peter Drobach, Alfred Halstead and Fred West broke away from the field. The finish was exciting, Rupprecht winning by the narrowest kind of a margin from Drobach.

The half mile handicap for amateurs furnished a close finish, Walter Raleigh, of the Acorn A. A., defeating Joseph Mesigal of Chicago, by an eyelash. Patsy Demans was third.

Although Kramer and Clarke are bitter rivals on the track, that fact does not make them any the less excellent sportsmen, attested by an incident which occurred just before the start of the five miles handicap. Clarke and Kramer both were on scratch and just before they got in position for the start chatted and shook hands like brothers, a proceeding which caused the crowd to warm to both. Ben Hill and John King had the limit of 300 yards and as a crisp \$1 bill was to reward the leader of each lap, Hill and King started off with a rush. Each won a dollar before Drobach came up. McPartland, of Boston, took the fourth, and Drobach the next two. At the third mile Mitten led for once around and then Drobach earned another dollar. In the meantime the back-markers were having trouble. Kramer slowed apparently with a soft tire, leaving Clarke and DeMara separated from the bunch about one-quarter lap. At the beginning of the last mile De Mara unexpectedly jumped and shook Clarke, only to blow up himself. Halstead led at the bell, followed by Rupprecht and Fogler. At the tape the four men were close together, Root leading, and Rupprecht, Fenn, Halstead and West following in the order named.

The motorcycle race between James Hunter and Bob Schultz, although it was not fast because of the nature of the track, was sufficiently exciting to give the crowd thrills. Hunter led for a while, but was passed by Schultz. For a long time Hunter appeared to have lost his nerve and was gradually being dropped by Schultz when he braced up and with reckless abandon slid around the turns so fast that he soon overhauled his rival. In the 7th mile Hunter slipped through on the pole when Schultz ran wide and from then until the finish the race was exciting. At the bell Schultz tried his very best to go around, but after a neck and neck fight Hunter forced him to drop back. Schultz again

tried to pass in the homestretch, but Hunter warily pushed him out to the soft part of the track and won out by a length and one-half. The summaries:

One mile novice—Won by Sherman C. Haberle, Plainfield C. C.; second, John Struber, Empire City W. Time, 2:50 $\frac{3}{4}$.

One mile scratch, professional—Won by E. F. Root, Melrose, Mass.; second, Joe Fogler, Brooklyn; third, W. S. Fenn, Bristol, Conn.; fourth, Frank L. Kramer, East Orange, N. J.; fifth, Fred Hill, Boston. Time, 2:20 $\frac{3}{4}$.

One-half mile handicap, amateur—Won by Walter Raleigh, Acorn A. A. (55); second, Joseph Mesigal, Chicago (40); third, Patsy Demans, Empire City W. (75). Time, 1:04 $\frac{4}{5}$.

Two miles invitation handicap, professional—Won by Edward Rupprecht, Newark (50); second, Peter Drobach, Boston (80); third, Alfred Halstead, Sacramento, Cal. (60); fourth, Fred G. West, San Francisco (60); fifth, Thomas Smith, Newark (80). Time, 4:35 $\frac{1}{2}$.

Three miles Inter-state championship, amateur—Won by Percy O. Lawrence, Roy W.; second, John Brennan, National T. V. W.; third, Ernest Jokus, National T. V. W.; fourth, Paul C. Heidrich, Roy W. Time, 7:49 $\frac{3}{4}$.

Ten miles motorcycle, professional—Won by Jimmy Hunter, Newark; second Bob Schultz, Newark. Time, 18:15 $\frac{1}{2}$.

Five miles handicap, professional—Won by E. F. Root, Melrose, Mass. (60); second, Edward Rupprecht, Newark (125); third, W. S. Fenn, Bristol, Conn. (20); fourth, Alfred Halstead, Sacramento, Cal. (140); fifth, Fred G. West, San Francisco (150). Time, 11:33. Lap prize winner, Peter Drobach, Boston, 6 laps.

Rowland Wins Twice at Cincinnati.

Three motorcycle events proved far more exciting than the same number of automobile races at Cincinnati's Coney Island on Sunday last, the 23d inst. Only one mishap, happening in the fifteen miles race, occurred and that, fortunately, proved of little consequence. The chain of William Beach's machine broke and he ran into the fence, but escaped with slight bruises. The ten miles race for singles went to R. W. Lucas, Indian, M. Smith, Harley-Davidson, finishing a close second. Joe Beach, on an R-S, was third. Time, 14:13. Another ten miles race for fast machines resulted in a victory for Will Rowland, Thor, covering the distance in 13:10. John Bleach, Merkel, was second, and Fred Peacock, Pierce, third. Rowland also won the fifteen miles event, with Bleach again the runner-up. Lucas, who won the novice race, finished third. Time, 23:10.

Hehir Finds an American Double.

Patrick W. Hehir, the Australian crack now riding in Salt Lake City, has discovered a double in America. He is a football coach at Worcester, Mass., in season and a letter carrier between times.

PURSUED BY PUNCTURE FIEND

Kramer's Bad Luck Restores Clarke's Lead in Championship Struggle—De Mara Wins a Splendid Race.

Frank L. Kramer is two kinds of a champion. For many years he has held the professional bicycle championship of America. Now, that title appears to hang in the balance chiefly because Kramer has developed into a puncture champion. So far this season there have been held six championship races. In three of them Kramer punctured; the other three he won. At the present time Clarke is leading in the race for championship honors with 21 points and Kramer is second with 17 points. This was the result after the meet at the Newark (N. J.) Velodrome last Sunday afternoon, 22d inst., when Kramer punctured in the final heat of the two miles championship, which Clarke won.

In the first semi-final heat of the championship Kramer won from Fogler, John Bedell and Edward Rupprecht being shut out. Clarke, Anderson, Fenn and West were arranged in the second semi-final heat and for a time it looked as though Clarke would be shut out. Fenn, however, punctured and Clarke rode in easily behind Anderson. Then came the final heat and the big crowd was on tip-toe as Clarke, Fogler, Anderson and Kramer, the champion of all champions, were pushed off the line. Pace-makers were provided, but the riders would not accept their services, preferring to loaf for eight laps, Clarke and Fogler in the meanwhile scrapping between themselves for Kramer's wheel. Passing the grandstand on the ninth lap, Fogler took the lead with Kramer second and Clarke third. Anderson was laying back apparently waiting for an opportune moment to jump. On the backstretch a groan went up from the crowd as Kramer slowed with a puncture. This left Clarke an easy victory. He sprinted around Fogler and carried Anderson with him.

In the handicap Kramer was shut out of the final heat because after he rode all in to catch the long markers he did not have sufficient reserve strength to go around them. Fogler won the final heat, thanks to a good pull from Fenn, which benefited also Clarke. The last named was pocketed on the last lap, but an unintentional opening by Krebs gave the little Australian just enough room to zig-zag through and he almost nipped Fogler at the tape. Mitten made a nice finish for third and Krebs took fourth money.

One of the best finishes of the afternoon was that in the two miles invitation. De Mara found himself in just the right kind of company and made a splendid finish, when he beat Fred West. John Bedell was third, Krebs fourth and Fenn fifth.

Percy Lawrence was off his feed, evi-

dently, for he could not give Joe Passenger and John Brennan an argument in the one mile amateur scratch. It was an unusual sight to see Lawrence finish third, but it must be understood that several other riders have improved considerably since the beginning of the season. In the one-third mile handicap the low markers did not have a chance at the prizes, the three awards going to added starters. Arthur Oleson, of Bloomfield, who had an allotment of 60 yards, finished first.

One of the features that gave the "fans" more delight than any other event on the card was the unlimited match pursuit between those two New York colored champions—Hardy A. Jackson and William A. Penn. Jackson and Penn fought bitterly, but the race ended when Jackson passed his dusky rival at 4 miles 1 lap. Jackson was mightily pleased when the "bleacherites" referred to him as "Major" Taylor. The summaries:

Two miles national championship, professional—A. J. Clarke, Australia; Norman Anderson, Denmark; Fred G. West, San Francisco; W. S. Fenn, Bristol, Conn.; Joe Fogler, Brooklyn; John Bedell, Newark; Frank L. Kramer, East Orange, and Edward Rupprecht, Newark, qualified in trial heats. First semi-final heat won by Kramer; second, Fogler. Second semi-final heat won by Anderson; second, Clarke. Final heat won by Clarke; second, Anderson; third, Fogler; fourth, Kramer. Time, 6:47½.

One-third mile handicap, amateur—Won by A. Oleson, Bloomfield (60); second, Arthur Lundborg, New York City (55); third, Sherman C. Haberle, Plainfield C. C. (60). Time, 0:38.

Unlimited match pursuit between Hardy A. Jackson and William Penn—Won by Jackson. Distance, 4 miles 1 lap. Time, 9:21.

Two miles invitation, professional—Won by Walter De Mara, San Francisco; second, Fred G. West, San Francisco; third, John Bedell, Newark; fourth, Floyd Krebs, Newark; fifth, W. S. Fenn, Bristol, Conn. Time, 4:44½.

One mile scratch, amateur—Won by Joseph Passenger, Newark; second, John Brennan, N. T. V. W.; third, Percy O. Lawrence, Roy W.; fourth, Ernest Jokus, N. T. V. W. Time, 2:50.

One mile handicap, professional—Won by Joe Fogler, Brooklyn (20); second, A. J. Clarke, Australia (scratch); third, W. L. Mitten, Davenport, Ia., (125); fourth, Floyd Krebs, Newark (75); fifth, Walter De Mara, San Francisco (60); sixth, N. M. Anderson, Denmark (50). Time, 2:07.

New Jersey Club Incorporates.

Articles of incorporation were filed last week by the New Jersey Motorcycle Club, of Newark. George P. Fawcett, Newark; Kenneth D. Owen, Montclair; Herbert E. Coryell, East Orange; P. Wilmer Stevens and George E. Post, are named in the papers.

WALTHOUR TROUNCES GUIGNARD

American Defeats Frenchman at Paris in Two Straight Heats—Taylor Fares Ill at Hanover and Berlin.

At a meet held at the velodrome Buffalo, Paris, August 12th, described as "une nocturne magnifique," Robert J. Walthour defeated Paul Guignard in two straight heats behind pace. The distance of the first heat was 15 kilometers, which Walthour won by a little more than a lap. The second heat was at 30 kilometers, the American winning again, this time by two and one-half laps. At the same meet Poulain defeated Rutt in two straight heats in their match.

Evidently German climate or perhaps the beer, does not agree with "Major" Taylor. The American negro rode at Hanover on August 11th, in a four-cornered three-heat match against Poulain, Otto Meyer and Arend. Poulain won the first heat, Taylor getting second and Mayer third. In the second heat Poulain, Mayer and Arend led Taylor across the tape in the order named. In the third heat Poulain and Meyer finished, respectively, first and second, Taylor getting third. At Berlin three days later Taylor met Henri Mayer, Poulain and Arend. By the point classification Mayer won with 4 points; Poulain was second with 6 points, Arend third with 8 points, and Taylor last with 12 points.

After suffering four months from injuries received while training for a motor paced race at Cologne, Hendrik Hayck, has died in a hospital in that city. Hayck was warming up his motor and was run into by another machine. Before becoming pace-maker for Van Gent in 1908, Hayck was a diamond cutter. He was born at Zaandam, Holland, in January, 1880. A wife and daughter survive him.

Albert Edward Wills, the quiet little Britisher, who last year startled the world by riding more than 60 miles in that many minutes, has decided to take up aeroplaning as a vocation. Bertin, his pacemaker, who also is a builder of motors, and Wills are working upon an aeroplane on which the latter will attempt the London to Manchester flight for the Daily Mail prize of \$50,000.

Iver Lawson to Ride at Newark.

Manager J. M. Chapman of the Newark (N. J.) Velodrome announced this week that he had signed a contract with Iver Lawson, the Salt Lake rider who has been breaking world's records in Utah this season, whereby the latter will ride in the East, commencing September 12th. The contract calls for a match race with Kramer and Clarke individually, followed by a three cornered match. As the Salt Lake season closes Labor Day it is likely that many of the western riders will migrate to New York.

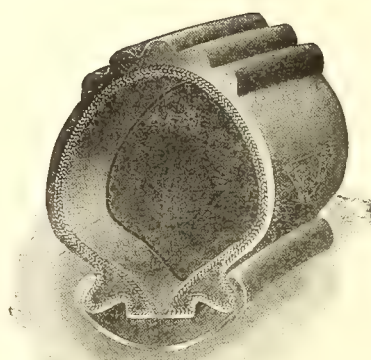
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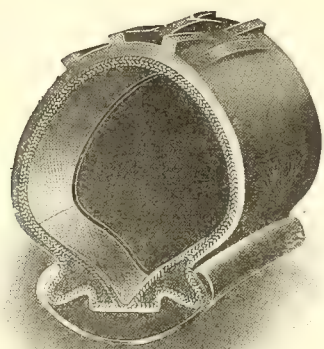
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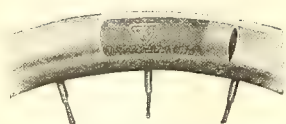
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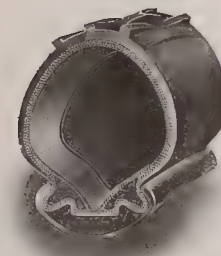
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MOTORCYCLISTS CAPTURE JEWELRY

Goerke Gets the Lion's Share at Philadelphia's Wildwood Meet—But Klebes Takes His Measure Once.

Before a large crowd which lined both sides of the speedway, and at times swarmed over the course, leaving only a narrow lane for the riders to pass, the Philadelphia Motorcycle Trade Association held a race meet at Wildwood, N. J., on Saturday last, 21st inst., which brought out some of the fastest "trade riders" in the country, among them being Walter Goerke, of Brooklyn; Stanley Kellogg, New York City, and Raymond Seymour, Los Angeles. Although Seymour and Kellogg came in for some honors, Goerke really was the star of the meet, capturing three firsts and one second and covering the one mile straightaway in 45 seconds.

There were real prizes for the riders and they were presented to the winners in the stand on the boardwalk Saturday night. The orator of the occasion was Clarence Cronmer, who enjoys quite a local reputation as "spieler." Seymour got a gold watch, Klebes a gold watch and a pair of gold cuff links, and Kellogg a fine revolver and an opal scarf pin. Goerke, however, doubtless henceforth will be mentioned in the society columns of the Brooklyn newspapers as being among those present "with his jewels." The Brooklyn young man secured no less than three diamond rings and one leg on a cup that must be won twice, which addition now makes him a dangerous rival to "Diamond Jim" Brady.

As the Wildwood speedway, which really is a street, affords a course only one mile in length, all the races naturally were at this distance, and all were straightaway. Seven events were on the program and in the competition events some of the finishes were sufficiently close to be exciting.

The curtain-raiser was a novice, restricted to riders of machines not exceeding 30½ cubic inches piston displacement, and A. Weiss won, with J. Keating second and W. Lehman third. Time, 1:16¾.

Raymond Seymour and Harry Klebes, the latter of Philadelphia, both mounted upon R-S machines had a match race in the class for machines not exceeding 23 cubic inches. Seymour won in 1:13. In the 30½ class event, which followed, Goerke on his Indian, defeated Seymour, Kellogg, on a Merkel, finishing a close third. Kellogg won the obstacle race rather easily.

Klebes surprised the crowd in the event for machines not exceeding 48½ cubic inches piston displacement, by trouncing Goerke, the only time that the Brooklyn rider had his measure taken at the meet.

The event which first cut the time under the minute mark was the free-for-all, 61 cubic inches. It was a close finish, but Goerke, on his 7 horsepower Indian, won

out, with Kellogg, 7 horsepower Merkel, second, and Seymour, 7 horsepower R-S, third. The time was 0:50¾. Seymour probably would have won the event but for a mishap in the last 100 yards. He was leading by 30 feet when one of his tires came off the rim. Fortunately he did not fall.

In the mile time trials each rider was allowed two starts. Goerke on his first trial scored 45 seconds, a record that was not thereafter approached. His second trial was made in 0:52¾. Seymour made the next best time in 47 seconds. Kellogg had two trials—the first in 0:48¾, and the second in 0:52. Klebes was timed in 0:52 and 0:53¾, and the clockers gave L. Steinhauser, 4 horsepower Bradley, 1:11½ and 1:07 in his two trials. The summaries:

One mile novice, machines not exceeding 30½ cubic inches—Won by A. Weiss; second, J. Keating; third, W. Lehman. Time, 1:16¾.

One mile, machines not exceeding 23 cubic inches—Won by Raymond Seymour, R-S, second, Harry Klebes, R-S. Time, 1:13.

One mile, machines not exceeding 30½ cubic inches—Won by Walter Goerke, Indian; second, Raymond Seymour, R-S; third, Stanley T. Kellogg, Merkel. Time, 1:10.

One mile obstacle—Won by Stanley T. Kellogg, Merkel; second, A. Wickman, Indian.

One mile, machines not exceeding 48½ cubic inches—Won by Harry Klebes, R-S; second, Walter Goerke, Indian; third, Raymond Seymour, R-S. Time, 1:01.

One mile, machines not exceeding 61 cubic inches—Won by Walter Goerke, Indian; second, Stanley Kellogg, Merkel; third, Harry Klebes, R-S. Time, 0:50¾.

One mile time trials—Won by Walter Goerke, Indian, 0:45 and 0:52¾; second, Raymond Seymour, R-S, 0:47; Stanley Kellogg, Merkel, 0:48¾ and 0:52; Harry Klebes, 0:52 and 0:53¾; L. Steinhauser, Bradley, 1:07 and 1:11½.

Haas Wins All at St. Paul Climb.

F. H. Haas, riding a 5 horsepower Indian in one class and a 3½ horsepower machine of the same make in the other class won both hill climbing events at St. Paul, Minn., August 15. The hill is one-fifth of a mile long and has a grade of 19 per cent., but Haas romped up it in 16 seconds in the twins class. R. A. Bedson and J. Porter, also on Indians, finished second and third, their respective times being 0:17¼ and 0:18. Haas's time in the single cylinder class was 0:19. S. Rinde and E. H. Hammer, also on Indians, were second and third. Rinde climbed the hill in 0:21¼; Hammer's time was 0:24½.

Easton Motorcyclists Get Together.

The Easton (Pa.) Motorcycle Club has been organized with the following officers: President, Charles Glackin, Phillipsburg; treasurer, Allen Hoffman, Raubsville; secretary, Charles R. Boyer; captain, J. S. Deysher, Easton.

GLAD HAND FOR LITTLE "NO. 43"

Geiger Defeats Messenger Boys and Newsies in Road Race at Atlantic City—Walters Gets Time Prize.

What was intended to have been a 5 miles handicap road race between messenger boys of the Western Union and Postal telegraph companies, but into which crowded several newsboys and special delivery messengers, was held on the Atlantic City (N. J.) boulevard last Sunday, 22d inst. There has been so much rivalry between the boys of the two companies regarding their respective merits as sprinters that Charles A. Van Doren, the Atlantic City dealer, arranged the race to settle the dispute. The Western Union boys came through with flying colors the first four finishers being speed merchants of that company. Twenty-three riders started and 15 finished.

Little George Geiger won the race with a handicap of 3½ minutes, and as he is an especially popular messenger, better known as "No. 43," everyone gave him the glad hand when he finished.

Henry Hemple, a brother of Dick and Frank Hemple, rode his first race and secured second place from the 3½ minutes mark. Frank Lacy was third and George Glover fourth.

Frank Sullivan, the idol of the Postals, and winner of the last Camden-Atlantic City road race, fell during the race, which lost him a chance for the time prize. Joe Walters, a newsboy, rode from scratch and won the time prize, covering the distance in 15 minutes 29 seconds, which, considering the high wind that was blowing, was very creditable. Joe Pritchett, who also started from scratch, came a cropper and cut his arms badly. The boys finished in this order:

- 1, George Geiger, Western Union (3:30);
- 2, Henry Hemple, Western Union (3:30);
- 3, Frank Lacy, Western Union (3:30);
- 4, George Glover, Western Union (3:00);
- 5, W. Hartgrove (3:00);
- 6, Ben Gross, Western Union (3:00);
- 7, George Conover, Postal (1:30);
- 8, Joe Walters (scratch);
- 9, George Griffith, Western Union (1:30);
- 10, H. Milashi, Western Union (1:30).

First time prize, Walters; second time prize, Conover; third time prize, Griffith.

More Motorcycle Races at Wildwood.

So successful was the motorcycle race meet at Wildwood, N. J., Saturday last that the North Wildwood Automobile Club has decided to include motorcycle events in the meet to be held on the mile long speedway there on Labor Day, September 6th. Four events have been arranged as follows: One mile for machines not exceeding 30½ cubic inches; one mile, machines not exceeding 48½ cubic inches; one mile, machines not exceeding 61 cubic inches, and one mile time trials, free-for-all, two trials allowed.

LONG STANDING RECORD FALLS

Lawson Sets New World's Mark for One-Third Mile Unpaced—Great Battle of Speed in Unknown Distance Race.

Salt Lake City, August 19.—Iver Lawson, Hardy Downing and Jack Johnson shared honors at the Salt Palace saucer track last evening. Lawson neatly cracked an unpaced world's professional record, Downing defeated that excellent pace follower, W. E. Samuelson, in a match race, and Johnson did a one lap exhibition, paced. Think not that Johnson, who claims to be the heavyweight champion pugilist of the world made his exhibition on a bicycle. Far from it, for he merely walked around the rim of the saucer, paced by the announcer and was introduced to the people. However, it was a feature of the evening.

Lawson's splendid ride when he broke the world's one-third mile record was the most noteworthy performance of the evening. He made a beautiful start and when Announcer Dr. Meakin told the crowd that the distance had been accomplished in $33\frac{4}{5}$ seconds, the large crowd burst into cheers. The old record stood at $0:34\frac{1}{2}$, and was made by W. W. Hamilton, at Coronado, Cal., March 2, 1896, more than 13 years ago.

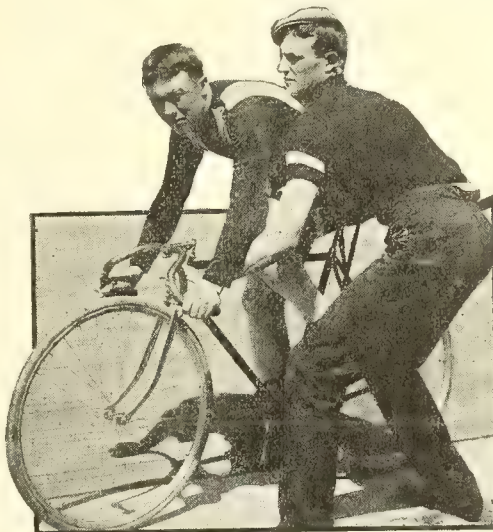
A punctured tire in the ninth mile of the motor paced match between Downing and Samuelson spoiled what probably would have been the best race of the season. T. M. Samuelson paced his brother, and Fred E. Whittler steered the motor for Downing. The latter lost the toss for position and the race started with Samuelson in the lead. Several times he tried to shake Downing, but the latter had his sprinting shoes on and refused to be dropped. In the ninth mile Samuelson yelled to his brother to look out. Theodore went high to lose his brother, and then pulled away from him. W. E. Samuelson rode about half a lap and then toppled over. Only Whittler's clear-headedness saved Samuelson from being run into as he fell. Downing went on and, of course, won the race, the time for 10 miles being 13:41.

The unknown distance for professionals brought out a great finish between Iver Lawson and Norman Hopper. The officials gave the boys a long ride, and long before the final gun for two laps to go most of the bunch had fallen by the wayside. All through the latter part of the race there was a merry scrap for positions. Pye pulled Lawson and Bardgett pulled Hopper. When the gun sounded Bardgett was leading, with Hopper on and Pye and Lawson on the bank. Bardgett tore off a fast clip and Pye brought Lawson to within hailing distance, and then the race began. Hopper had the pole and Lawson had one of the hardest times of his career in passing Hopper, doing so only by

inches. Pye managed to remain in and grab third place, while Walker, hanging on Lawson's wheel took third.

Hal McCormack and Phil Wright showed the "fans" a rough and tumble finish in the 3 miles open amateur that might as well have been saved for the training quarters as the "fans" do not pay their money to see two kids vent their animosity toward one another in a performance for which they pay money to witness. The officials also added to the unpleasant ending by arguing among themselves and shaking their fists at one another, while the crowd in the stand awaited patiently the announcement of the result which did not come.

The finish of the half mile open amateur was so close that the people did not know



IVER LAWSON

the winner until it was announced. Wright was awarded first place over Hume by a tire with Diefenbacher a tire width behind and McCormack in fourth place. The time was $0:58\frac{3}{5}$. The summaries:

Three miles scratch, amateur—Won by Hal McCormack; second, Phil Wright; third, J. B. Hume; fourth, Fred R. McCarthy. Time, 6:05.

Ten miles motor paced, professional—Won by Hardy K. Downing, San Jose, Cal.; second, W. E. Samuelson, Salt Lake City. Time, 13:41.

One mile handicap, professional—Won by Brownie Carslake, Australia (105); second, Jack Burris, Los Angeles (100); third, Albert Crebs, Salt Lake City (95); fourth, Senhouse, Australia (85). Time, $1:47\frac{3}{5}$.

One-half mile scratch, amateur—Won by Phil Wright; second, J. B. Hume; third, Rodney Diefenbacher; fourth, Hal McCormack. Time, $0:58\frac{3}{5}$.

One-third mile against time, unpaced—By Iver Lawson, Salt Lake City. Time, $0:33\frac{4}{5}$. (World's record.)

Hockaday the Winner at Wichita Fair.

Ray Hockaday, riding a Thor, won the 5 miles motorcycle race at the Pratt fair, Wichita, Kan., August 18th. Ray Weisbear, N. S. U., was second; Deming Day, Indian, third, and W. I. Lyons, N. S. U., finished fourth. Time, 7:16.

LAWSON AGAIN CUTS THE TIME

His Own World's Record for Two Miles Gets a Deep Dent—Fast and Furious Racing at Salt Lake.

Salt Lake City, Aug. 21.—For downright keen rivalry and rough and tumble riding the two miles western professional championship at the Salt Palace saucer last night easily is entitled to the bacon. The going was so fast and furious and the combinations were so anxious to keep to the front that the two miles world's record was broken. Iver Lawson was the man who turned the trick, covering the distance in $3:40\frac{2}{5}$, thereby breaking his own record of 3:41, made in a handicap July 27, 1906.

Before the start Lawson and Pye and Bardgett and Hopper announced teams, but in the early part of the race Hehir showed a friendly feeling for the Pye-Lawson duo by closing all gaps. Williams and Walker also appeared to be on good terms. At the crack of the gun the bunch tore out as if it were a 100 yards dash. Fortunately, most of the riders dropped out before more than a mile and a half had been gone. Here Williams, with Walker on, attempted to steal out to a good lead, but there was nothing stirring, as the others were watching too closely. Walker was finally obliged to drop back. In dropping back, however, he tried to forge in ahead of Hehir, which the latter could not stand. Hehir shoved out his arm and sent Walker high up the track. Two and a half laps to go, Hehir led, pulling Pye and Lawson, with Hardy Downing hanging on to Lawson's wheel and Hopper fifth. Hehir did his work nicely and then Pye went out with Lawson on. Lawson made the final spurt and won by inches, but in doing so he "protected" Pye just enough so that the little gamester crawled in, winning second money from Downing. Downing finished third, with Hopper fourth. Downing protested the triple combination, but to no purpose.

In the mile professional handicap the first seven men were in what might properly be termed an "international alliance." It contained two Australians, one Russian, one canny Scot, a Swede, a Welshman and a Mormon. It pulled down all the money in sight, Nesbitt, Burris, Crebs and Carslake finishing in the order named. The time of $1:46\frac{4}{5}$ easily explains why the scratch men could not get up.

The match team sprint race between Bardgett and Hehir on one side and Wells and Hopper on the other proved easy for the former pair. Bardgett set the pace for his team mate and used good judgment against an uncertain and decidedly wobbly pace set by Wells for Hopper. Hehir won both the half mile and three-quarters mile heats. Hopper pushed him close in the last heat.

In the five miles amateur scratch, Brod-

beck started with two laps to go, and McCormack on. Wright was on McCormack's wheel. With a lap to go Wright came up, but McCormack met the jump and came with him. Brodbeck dug out for the tape, and McCormack, up in a second position, held Wright in third position on the bank, so that Wright couldn't get around. Brodbeck and McCormack teamed all through, but were allowed to get away with it. Wright came in third and Mayer fourth, in 10:18½.

The quarter mile Western amateur championship was highly exciting. Hal McCormack and Rodney Diefenbacher qualified in the first heat and Brodbeck and Wright were called in the second. In the final heat Hume cut loose and looked like a winner until the backstretch, when McCormack and Wright closed the gap with a surprising sprint. McCormack was just even with Hume on the last turn when the latter's pedal touched the track and he went down. McCormack won, with Wright, Diefenbacher and McCarthy close up in the order named. The time, 28¼ seconds, was within two-fifths of a second of the record. The summaries:

One-quarter mile Western championship, —amateur—Won by Hal McCormack; second, Phil Wright; third, Rodney Diefenbacher; fourth, Fred R. McCarthy. Time, 0:28¼.

Five miles scratch, amateur—Won by A. Brodbeck; second, Hal McCormack; third, Phil Wright; fourth, Ed. Mayer. Time, 10:18½.

One mile handicap, professional—Won by Herbert Nesbitt, Australia (100); second, Jack Burris, Los Angeles (90); third, Albert Crebs, Salt Lake City (80); fourth, Brownie Carslake, Australia (70). Time, 1:46¼.

Two miles Western championship, professional—Won by Iver Lawson, Salt Lake City; second, Ernest A. Pye, Australia; third, Hardy K. Downing, San Jose, Cal.; fourth, Norman C. Hopper, Minneapolis, Minn. Time, 3:40¾ (world's record).

Team match, professional, between W. A. Bardgett, Buffalo and Patrick Hehir, Australia; and N. C. Hopper, Minneapolis, and Fred Wells, Australia—First heat (½ mile) won by Bardgett-Hehir. Time, 0:58¾. Second heat (¾ mile) and match won by Bardgett-Hehir. Time, 1:33¾.

Card for Detroit Motorcycle Meet.

The official program of events in the motorcycle meet to be held at the state fair track on September 2d under the auspices of the Detroit Motorcycle Club has been announced as follows: Five miles for machines not exceeding 23 cubic inches piston displacement; miss-and-out race for single cylinder machines; 5 miles free-for-all handicap; unknown distance race for machines not exceeding 61 cubic inches piston displacement; 5 miles handicap for club members only, and 15 miles handicap free-for-all. Entries close August 26.

RECORD FAKING STRIKES A SNAG

C. R. C. of A. Expels Two Members for Alleged Crooked Deal—Cummings's New York to Boston Ride.

One of the most daring alleged attempts to fake a record, and which has resulted in the expulsion from the Century Road Club of America of the two persons implicated, has just been discovered by Fred E. Mommer, national secretary of that organization. Although the alleged attempt to fake the New York to Boston record occurred on Sunday, 8th inst., the full details concerning it have just been brought to light.

The bicycle record from New York's City Hall to the corresponding building in Boston is 20 hours 36 minutes, made this summer by Joseph Noe, of Jersey City. Walter L. Cummings, of Brooklyn, left New York at 1:01 o'clock August 8, accompanied by Peter Smith, Charles Bahr and John De Bruyn, of the Century Road Club of America, and Sylvain Segal, of the Century Road Club Association, with the idea of breaking this record. It is stated that Segal had some idea of getting the record himself, but whether this is so or not has no essential bearing on the case.

Bahr and De Bruyn had tire trouble and soon gave up, Smith pacing all the way to Bridgeport, 62 miles, which was reached at 5:29 a. m. Cummings reached New Haven at 7:15, Hartford at 10:05 and Springfield at 12:05. At Springfield Cummings was met by Fred C. Seebinger, who was to pace him into Boston. Worcester was reached at 4:55 p. m. and Marlboro at 6:40. At this point, about 30 miles from Boston, Cummings was well inside the record, and had three hours to finish.

At this time, however, Cummings had trouble with his stomach and was compelled to slow considerably. He continued until within six miles of Boston when he completely collapsed. Here is where the plot begins.

According to Secretary Mommer, who says he has more than sufficient proof to verify his statement, Cummings was bound to break the record, as the Pope Mfg. Co. had promised to give him a new bicycle if he succeeded. As Cummings was down and out it is alleged that Seebinger took his checking sheets, coat and sweater, and incidentally borrowing his name, continued as Cummings. Seebinger-Cummings reached Boston City Hall at 9:03 p. m., or 20 hours 2 minutes from the time Cummings left New York City, or 34 minutes better than Noe's record. Here he was met by Fred I. Perreault, national treasurer of the Century Road Club of America. Perreault was not acquainted with either Cummings or Seebinger and, according to his evidence, took the latter's word that he was Cummings. Perreault thought that Seebinger (or as he thought, Cummings) looked re-

markably fresh after having ridden 250 miles, but was told that he had stopped along the road and washed. Perreault then accompanied Seebinger to the Boston Globe office, where he was congratulated, and had his photograph taken as Cummings.

After his procedure Seebinger stated that he was going back to "look for his partner," and Perreault said he would accompany him. After riding about five miles from City Hall, during which time Perreault states that Seebinger tried to dodge down a side street, they came across Segal, who was just finishing. Segal's first salutation was:

"Hello! Where is Cummings?"

That, of course, let the cat out of the bag. Perreault gave Seebinger the worst tongue-lashing doubtless that young man ever received. Perreault immediately returned to Boston and secured the photograph, which was supposed to be that of Cummings and forwarded it and other considerable damaging evidence to Secretary Mommer. Perreault's statement was substantiated by Segal, and as a result of the investigation Mommer states that both Seebinger and Cummings have been expelled from the Century Road Club of America.

Labor Day Meet for Springfield.

Because of the inability of Jacob Derossier to compete, the scheduled race meet at the Springfield (Mass.) Stadium last Saturday, the races were called off. Derossier since has been discharged from the Indianapolis hospital where he was taken after his accident and is now in Springfield. He expects to be able to ride on Labor Day, September 6th, and, in anticipation of that, Jack Prince has announced a meet for that day. The card will consist of both the one hour and two miles national amateur championships, and also three and five miles scratch races for trade riders. Private owners will have two races at distances of one mile and two miles, while Derossier and Lingenfelder will meet in a five miles match, two heats in three. A one mile consolation for non-winners completes the program.

Seattle to Have Motorcycle Parade.

Motorcycles will be prominently featured in the carnival to be held in Seattle, on September 8, 9, 10 and 11. The Seattle Motorcycle Club has entered in the parade in a body and the cycles will be represented under as many classes as the automobiles, namely commercial, decorated, grotesque and racing. The Seattle Motorcycle Club has recently become affiliated with the Federation of American Motorcyclists, and from their ranks alone 20 machines have entered in the races which will be held during the carnival, among which will be a 25 miles race for the "Northwest championship." The motorcycle races will be held at the stadium at the Atlantic-Yukon-Pacific Exposition grounds. The track is a quarter of a mile in circumference, well banked.

OPEN RACE AFFORDS SURPRISES

Clarke Wins It and Kramer Complains of a Combination—Wiley Reappears and Loses to Bedell.

After a brief sojourn in Europe George Wiley, the diminutive Syracuse pace follower, made his re-entrance at the Newark (N. J.) Velodrome Wednesday night 25th inst., in a motor paced match against John Bedell, the well known Newark rider. Wiley evidently had not straightened out his sea legs for Bedell defeated him easily after several mishaps in which both riders figured. To the amazement of all Frank Kramer was unplaced in the mile professional scratch.

Bedell rode a beautiful race behind a motorcycle in his match against Wiley. At the start the Syracusan took the lead and Bedell merely stalled behind for eight miles and three laps. Hunter then took him to the front in a sweeping sprint, but before they had gone seven laps Schultz's pacing machine was put out of commission by a puncture. The race was stopped and a song concert filled in until the tire was repaired.

On the restart Bedell was given 60 yards advantage, but Wiley unwound quicker and soon closed the gap and in a pretty sprint passed the local rider. His advantage was only of short duration, for Bedell suddenly took a notion to do some sprinting and the result was that in his efforts to fight Bedell Wiley lost his pace. Bedell then scored a lap. Between then and the finish Wiley broke a chain and Bedell without opposition, won the race by nine laps.

Some of the "fans" nearly had heart failure when Kramer did not finish in the money in the mile professional scratch. Had it been a handicap they would not have thought anything about it, but to see Kramer, Champion Kramer, trail in behind the bunch in an open race, was one of the most unusual things possible. After the race Kramer protested to Referee Kelsey about the hardships he had encountered in the race. He said that Root, Fogler and Clarke—all excellent riders—worked together against him. It did appear that Fogler pulled Clarke while Root protected his rear wheel. Clarke won, Root sleighrode in for second. Fenn was third, Mitten fourth and Fogler fifth.

It was a remarkable race, and a surprising one as well. At two laps to go Anderson was in front, with Kramer on his wheel, and it appeared plain sailing for him. Then in the last lap, just when Kramer was preparing to jump, Fogler, Clarke and Root went around him with the speed of the Twentieth Century Limited. Kramer was so surprised he did not know what to do; he simply had to look at their backs. Fogler tired and all Clarke had to

do was to rather easily kick in first.

Al. Treible extended his meal ticket by winning the half mile invitation handicap. Treible had a handicap of 40 yards. Teddy Billington, once the "Pride of Vailsburg," finished second from the 30 yards mark, and Floyd Krebs, scratch, finished third.

Several amateurs took a crack at the one-sixth mile record trials, but no one approached the time made by Percy Lawrence. The former San Franciscan covered the lap in 16 $\frac{1}{4}$ seconds. Maurice Vanden Dries made the next best time in 17 $\frac{1}{2}$ seconds. Ernest Jokus, from 45 yards, won the two miles handicap, while William



Morton finished second. None of the low markers got in. The summaries:

One-sixth mile record trials, amateur—Won by Percy Lawrence, Roy W., 0:16 $\frac{1}{4}$; second, Maurice Vanden Dries, New York, 0:17 $\frac{1}{2}$.

One-half mile invitation handicap, professional—Won by Al. Treible, Newark (40); second, Teddy Billington, Newark (30); third, Floyd Krebs, Newark (scratch); fourth, W. L. Mitten, Davenport, Ia. (30); fifth, Peter Drobach, Boston (25). Time, 0:55 $\frac{1}{2}$.

Two miles handicap, amateur—Won by Ernest Jokus, N. T. V. W. (45); second, William Morton, N. T. V. W. (160); third, Joseph Mesigal, Chicago (85); fourth, Victor Anderson, Edgecombe W. (190). Time, 4:11 $\frac{1}{2}$.

One mile scratch, professional—Won by A. J. Clarke, Australia; second, E. F. Root, Melrose, Mass.; third, W. S. Fenn, Bristol, Conn.; fourth, W. L. Mitten, Davenport, Iowa; fifth, Joe Fogler, Brooklyn. Time, 2:49 $\frac{1}{2}$.

Fifteen miles motor paced match, professional—Won by John Bedell, Newark; second, George Wiley, Syracuse. Time, 22:35.

BUTLER FAILS IN BIG CONTEST

With Victory Almost Won He Collapses in Championship Race and Parent Wins—Other Events Abroad.

With victory almost in his grasp, the veteran, Nat H. Butler, one of the two riders representing America in the 100 kilometers paced championship of the world, collapsed in the last three miles, and had to watch Parent and Darragon, both representing France, pass him. Georges Parent won, Darragon was second and Butler third. Robert J. Walthour, the other American who got in the final heat, quit before the finish.

This in brief is the story of the 15th annual world's paced championship race which was decided at the velodrome d'Ordurup, Copenhagen, Denmark, Sunday, August 15th. The 100 kilometers paced championship for professionals was the only race decided on the first day of the meeting, the other two days being August 19th and 22d.

Because of the numerous riders who appeared for the 100 kilometers championship the race was decided by two trial heats at 40 kilometers, two riders qualifying in each heat for the final at 100 kilometers. In the first heat Darragon (France) defeated Butler (America) by a scant 30 yards, Bruni (Italy) finishing third. The time was 39:27. In the second heat Parent (France) won from Walthour (America) by a half mile, about the same distance separating him from Theile (Germany). Time 33:10.

Parent, Darragon, Butler and Walthour having qualified for the final heat they lined up, 6,000 persons being in the stands when the start was made. Darragon took the lead, with Walthour second, Butler third and Parent last. Butler soon passed his compatriot and then Walthour was passed by Parent, who immediately began an attack against Butler. The American resisted magnificently, however, and in the 45th lap, after a sprint that brought the crowd to their feet, Butler passed Darragon. Parent also went around Darragon the 53d round.

Walthour in the meantime had been having trouble and it was not long before he gave up. In the 96th lap Butler relapped Darragon, as did Parent, but the latter passed Butler a few laps later. He did not retain his advantage long, as Butler after an exciting neck and neck battle again assumed the premier position.

In the 95th kilometer, or about 3 miles from the finish, Butler led Parent by over two laps. Those last three miles proved too much for the American, for he collapsed when almost in sight of the goal, and Parent and Darragon regained the distance they had lost. Parent won out in 1 hour 35 minutes 45 $\frac{3}{4}$ seconds, Darragon being about 300 yards behind at the gun.

This is the first time that Parent has ever won the world's championship; earlier in the season he won the paced championship of France, his native country.

Preceding the paced championship the preliminary heats of the world's amateur sprint championship were held, in which America had no representatives. The heats were won consecutively by Bailey (England), Schilles (France), John (Belgium), Ulysse (Holland), Reumer (Germany), Utenthal (Denmark), Texier (France), and Heyer (Denmark). The three repechage heats, which gives the winners an opportunity to ride in the semi-final heats, were taken by Schrader (Denmark), Christensen (Denmark), and Stephani (Italy).

The 19th congress of the Union Cycliste Internationale which was held on Saturday, 14th inst., did not result in the transaction of any very important business. It was decided that the world's championships for 1910 will be held in Brussels July 17, 21, and 24. The championship meet for 1911 was not awarded, but will be at the next congress in February, when also will be taken up the question of international regulations governing motor paced racing. Next February all the associations affiliated with the Union Cycliste Internationale will be asked to present their amateur definitions, at which time an international definition will be adopted.

Accident Cheers a Cranky Soul.

Though the clarion voice of its president may not have penetrated quite as far as that, certain it is that at least one soul in the little town which clusters about the depot at Rushville, Ind., was keenly alive to the "doings" of the F. A. M. members who gathered recently in Indianapolis. It was the soul of the local editor, who not long since declared an "open season" for the shooting of motorcyclists. Always watchful of current events outside his own immediate sphere, this trenchant person was much impressed with the progress of affairs in the not far distant city. While he remains silent as to his opinion on the amateur question, his comment on the meet itself, is brief and pointed. "The motorcycle races at Indianapolis were almost a success," he says. "One fellow was almost killed."

Rochester Police Seek Tire Slasher.

Village "cut-ups" generally are harmless humorists, but the cities occasionally turn out a different sort, one of whom has a number of Rochester (N. Y.) cyclists on his trail because he has been cutting up the tires on their machines with a sharp knife. The police were called upon several times in one night recently to catch a young fellow who slashed the tires of every bicycle he found unguarded, and though the complaints of the victims poured in all evening, the officers were not able to catch up with him. They claim to be on the trail, however, and that they will have him the minute he comes from hiding.

FIVE HUNDRED RIDERS EXPECTED

C. R. C. of A. Programs Attractive Features for Fifty Miles Pleasure Tour—Ladies to Ride in Special Division.

If the great amount of work that has been done by the committee in charge of the New York State Division's Century Road Club of America, 50 miles pleasure trip to and outing at Rye Beach, N. Y., Sunday, September 12th, does not result in the greatest turn-out of bicycle riders witnessed in New York in many years, all the signs point wrong. Chairman George Hausenbauer stated this week that he expects at least 500 riders in line.

The forthcoming outing indeed promises to be the most pleasant cycling event that has occurred in many years, for enough diversity has been planned to suit the exacting taste of any rider, masculine or feminine, and, by the way, it will be the first occasion this season that the lady cyclists of Greater New York have had opportunity to foregather.

The start will be made from Columbus Circle, at Fifty-ninth street and Broadway, New York City, in four divisions, the first making its departure at 7.45 a. m. It will be followed by the ladies' division at 8 o'clock, the remaining two divisions leaving at 15 minute intervals. An easy pace will be maintained to Rye Beach, a 15 minutes stop being made half way.

Arriving at Rye Beach the fun will commence. There are many amusements at the resort, while boating, bathing and fishing may be enjoyed. In addition to the regular amusements of the place the committee has arranged several special events, open to all who participate in the run. A coasting contest and one-eighth mile slow race, with three good prizes in each, and no entry fee charged, are bound to prove popular and interesting, while a three miles handicap road race, for gold, silver and bronze medals, will satisfy the speed merchants. The entrance fee for the latter event is only 25 cents.

The Century Road Club always has advocated neat uniforms for clubs and to stimulate interest in appearance have put up a silver cup, which will be awarded to the club making the best uniform appearance. Another silver cup will be awarded the club having the largest number of starters. The Century Road Club of America, naturally, will not compete for either of these cups.

A very handsome souvenir pin will be awarded all riders who qualify, upon payment of 50 cents, or rather, it will be charged any of the male gender. So anxious is the committee to have the ladies' division scintillate with beauty, charm, grace and all the other attributes of the female sex, that they have decided to present all women who attend the run a sou-

venir pin with their compliments. According to committeemen Seeley, Hausenbauer, Mommer and Grupe, the ladies will not be allowed to spend any money during the entire day.

Entry blanks and other information may be had by addressing George Hausenbauer, chairman, 940 Atlantic avenue, Brooklyn.

Clifton Stadium Out of Commission.

After many vicissitudes the six laps saucer track at Clifton, N. J., midway between Passaic and Paterson, known as the Clifton Stadium, has ceased operations. Whether it will reopen this season is a question.

Bad management is ascribed as the cause of the failure of the promoters to make the track a paying proposition, but it is believed that with the right manager, and one with sufficient money to back him, racing at Clifton will again flourish.

The Clifton Stadium was built last summer and was inaugurated with the annual meet of the Federation of American Motorcyclists on July 5th. Jack Prince built the track and Tom Eck was installed as resident manager. Prince and Eck sold the track before the season closed to a corporation known as the Stadium Amusement Co., composed of A. McBrier, John Cannon and Clarence Finkle, all of Paterson. It is understood the purchase was \$7,500.

Finkle attempted to run the track this season, but as he had not had previous experience his reign did not prove profitable. Several riders then got together, among them being Elmer L. Collins, Charles Turville and J. Frank Galvin, and formed a new company, taking over the stock of the old company. Turville acted as manager until the track closed two weeks ago. Collins later sold his holdings in the company to Charles Vanoni, another rider.

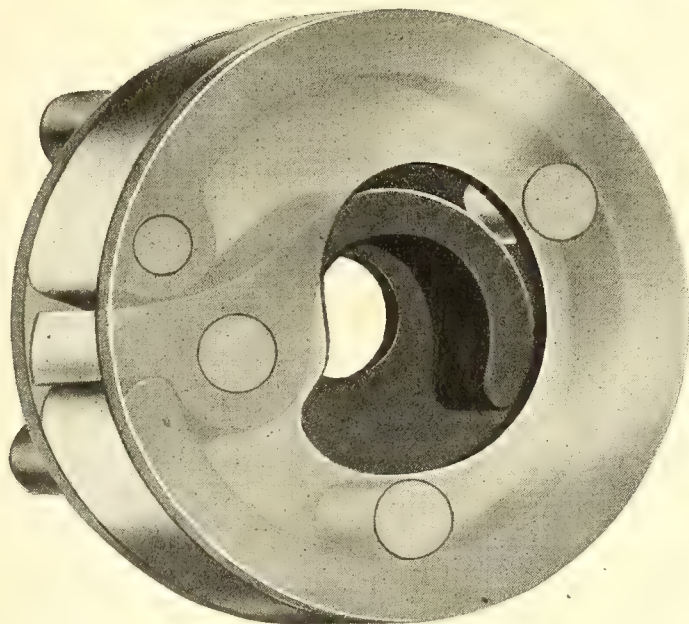
It is understood that Eck wants to get the track back and that he is having negotiations with the owners at the present time. It also is understood that Eck will not be granted a sanction for any races until he pays some old accounts that were incurred under his management last year. Just what will come of the proposition remains to be seen. At any rate it is doubtful if any meets will be held this season, although it is not improbable that a big solely amateur meet may be projected later in the season.

C. R. C. of A. 100 Miles Road Race.

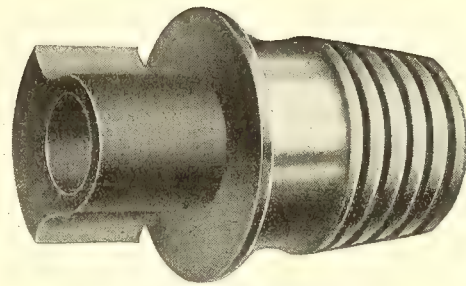
The annual 100 miles road race of the New York State Division, Century Road Club of America, will occur on Long Island, Sunday, September 19th, the course being from West's Hotel, Valley Stream, to a point on the Merrick road 25 miles east, covered twice. There will be 25 place prizes, headed by a Columbia racing bicycle, and also a special prize to the rider making the fastest time. The handicap limit will be 1 hour 30 minutes. Entry blanks will be issued this week by Fred E. Mommer, 54 East 91st street, New York City.

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Internal Expanding Band Coaster Brake



SHOWING BRAKE BAND, LEVER AND TOP
 PLATE HOLDING PARTS IN POSITION
 (Transparent View)



NEW ACTUATOR

This brake answers the demand for motorcyclists for a powerful, positive and practical brake.

It gives the rider control of his machine, eliminates all his brake troubles and multiplies the safety and pleasure of riding as no other device does.

It cannot bind or lock, cannot cut into the hub shell, cannot pick up the pedals when coasting.

The parts are larger and heavier than in former models, to meet requirements of modern high powered machines.

The brake band is 3 inches in diameter, $\frac{3}{4}$ -inch wide, $\frac{1}{4}$ -inch thick and opens against the rotation of the hub, expanding the brake into positive contact with the inner wall of the brake drum.

This brake is necessary to your safety and complete pleasure when motoring.

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PREACHING TO THE PEDALLERS

Salt Lake Riders Attend Church and Hear Sermon on "Clean Sport"—Religious Aspect of Honest Racing.

Salt Lake City, Aug. 23.—For the first time in the history of Salt Lake City a sermon was preached for bicycle riders at the First Methodist church last night. There were 65 riders in the center of the auditorium, in reserved seats, not including many officials and "fans," who attend the race meets at the Salt Palace saucer.

The sermon on "Clean Sport" first suggested itself when Manager Heagren received a letter from Francis Burgette Short, D.D., pastor of the First Methodist Church of this city, in which the latter complimented him on the general cleanliness of the bicycle sport in Salt Lake City. Heagren suggested that Dr. Short preach a sermon to the "boys" and the latter readily agreed. The church was crowded to the doors last night.

"The Greeks were exponents and devotees of the manly sports. They delighted in games and races and sports," said the speaker. "The Romans were eager witnesses of the sports, but did not participate in them. The Greek sought to develop his body and keep it in subjection to his mind, that he might have a strong personality. The Roman sought for mere recreation in the spectacles.

"The Greek has influenced art throughout all the succeeding ages. The Greek has set a high standard for cleanness manliness and fairness in sports and in life. This sort of recreation has a very proper place in the lives of all people. It means the development of the body, the enthronement of the will and innocent amusement for both those that race and those that watch.

"Every man has a race to run. There is no part provided for the loafer. Everyone should play his part. Wherever and whatever that part may be a man should contend and struggle for supremacy. The man that contends honestly has fewer difficulties to meet than he that contends dishonestly.

"The important question is how to win the race. Much depends on a good start. A great deal also depends on following the proper pace. More depends on personal determination. There is also a help to be had from the spectators. The sympathetic crowd helps the rider. The glad hand always cheers when one is doing his best. We should never be afraid to give the glad hand to the one that is doing his best.

"Much of our success in the Christian race depends on getting a good start. The family circle is responsible for the most of the successes or the failures of life. The home is the center of the world's peace,

progress and development. The home life needs to be safely guarded.

"There is, after all, something better than the mere winning of the race. One may win and yet lose. One may lose and yet win. He may win the race and lose self respect. He may lose the race, but retain his honor and his conscience clear. He may lose, but win the confidence and respect of the world. The man that seeks to win by combinations is foolish. There is no glory in such winning. There is great victory in winning fairly and the shouts of applause and the cheers of the spectators is music to the clean victor's ears."

North Carolina Law on Motorcycles.

Although press dispatches recently stated that the sheriffs in the various counties of North Carolina had been notified by the state authorities that under the new motor vehicle law, motorcycles were subject to the same restrictions as automobiles, it would appear that a closer reading of the law will reveal this to be an error. The text of the law, which went into effect March 6, 1909, provides specifically that "no registration of motorcycles shall be required." The speed clause, which is applicable to motorcycles, stipulates a maximum of 25 miles an hour in the open, with a reduction to 12 and 8 miles an hour in the outer and business portions of towns and villages, respectively. Operating any motor vehicle while intoxicated, in a race, or for a bet or wager, or for purposes of making a record, is forbidden.

Cheyenne Sees Motorcyclists Race.

Glen Boyd and Richard Anderson shared honors in the two motorcycle events that constituted a feature of the automobile race meet at Cheyenne, Wyo., August 17. Boyd, riding an Indian, won the twenty-five miles free-for-all after a series of long distance leaping stunts that kept the crowd on its feet until he had finished. A rough track was the cause. E. Lytle, R-S, was second, and E. W. Armstrong, Excelsior, by a consistent ride, finished third. Boyd's time was 26:32. In the twelve miles, for Cheyenne riders only, Anderson, riding an Excelsior, captured the prize, covering the distance in 20:45; V. L. Curtiss, Indian, was second, and John Huth, Yale, finished third.

Fines Light, but Court Costs Heavy.

"You are each fined \$1 and costs," said Judge Walter H. Skinner, in the Rockville, Conn., court, yesterday, 27th inst., to Joe Layman and Max Andre, two motorcyclists who were arraigned before him, the former charged with failure to use due caution in operating his machine, and the latter with failing to procure a state license. The riders smiled and thanked the judge, thinking they were getting off rather lightly, when the clerk gently informed them that the costs in each instance amounted to \$14.17, Layman and Andre muttered things.

DRASTIC PENALTY FOR SCORCHING

California Court Deals Severely with Two Youthful Offenders—Bars Them from the Road for a Year.

Two Los Angeles (Cal.) youths, A. M. Haas and Donald Whitsell, former ardent motorcyclists, have given up riding. They have sworn off from using their mounts for one whole year. That is not because their love for their motor bicycles has diminished, however, but because Judge Wilbur, who presides over the destinies of the Juvenile Court of Los Angeles, has decided that the community at large will be better off if Haas and Whitsell give up riding for a time. Both were arrested for violating the speed law. But instead of giving them a jail sentence, as he might have done under the law, the judge decided it would be better for them, and that their case would serve as a better example to other motorcyclists if he merely deprived them of the use of their machines. Accordingly they were given the novel punishment of being forbidden to ride for twelve months.

So much trouble has been experienced locally with violators of the speed law recently, that the city council has passed a new and much more severe ordinance than any previously in force. Judge Wilbur referred to this in passing sentence upon Haas and Whitsell, who are 16 and 15 years of age, respectively, but said that it did not prevent the court from using its discretion in allowing a defendant to go on probation. The probation which he allowed was not of the sort that was expected. Of course, should the boys violate the injunction and attempt to continue riding, they would be liable to re-arrest, together with the full jail penalty.

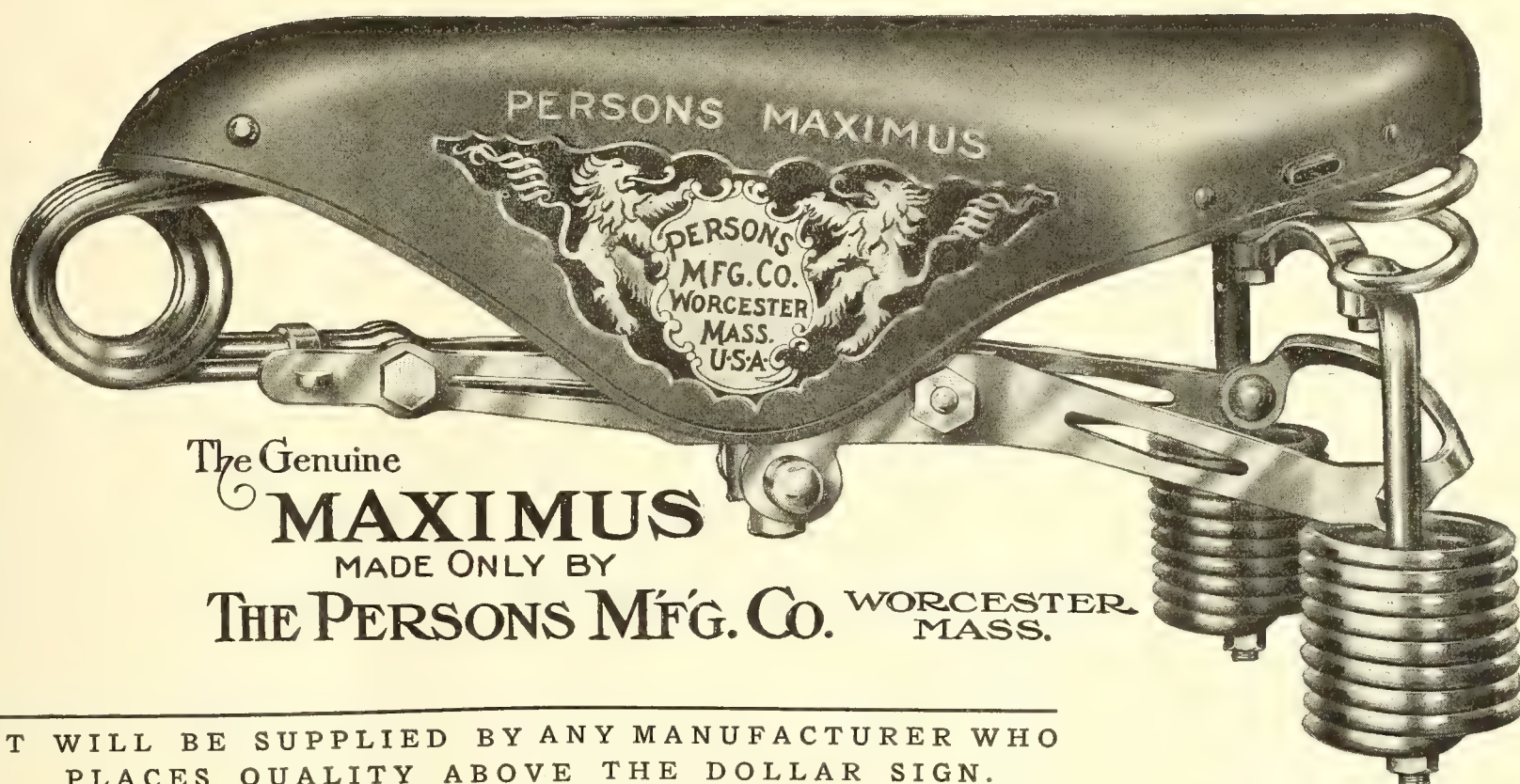
"In this case," said Judge Wilbur, "I cannot see that it will do any good to place the boys in jail or in the Detention Home. I think it is better in these cases to restrain the boys from riding on motorcycles for one year.

"I know it is the American habit to disobey laws, especially when no one is looking. But speeding must be stopped in this city, and I sympathize with the Council in its efforts to stop it, especially as there have been so many deaths from this cause lately."

Rochester Club's Wonderful Growth.

The Rochester (N. Y.) Motorcycle Club, which has grown from an organization of 17 members to one of more than 100 within a surprisingly short time, last week elected the following officers: President, G. Ellsworth; vice-president, C. G. Maurer; corresponding secretary, W. J. Dupre; financial secretary, E. Fournaise; captain, E. Stauder; first lieutenant, E. Vanlickerk; second lieutenant, R. Bishop.

THE APEX OF QUALITY AND COMFORT IN BICYCLE SADDLES



IT WILL BE SUPPLIED BY ANY MANUFACTURER WHO
PLACES QUALITY ABOVE THE DOLLAR SIGN.

Thor Coaster Brakes

are made for motorcycles and demanded by the wise rider. He is the man who knows the necessity of having a brake that can be depended upon. *Thor* Motorcycle Coaster Brakes are not experiments. The test of man and time has proven that it is the only brake for a motorcycle. Motorcycle dealers can get it in their equipment. Don't fail to demand it.

Aurora Automatic Machinery Company,

LICENSED COASTER BRAKE MANUFACTURERS.

THOR BUILDING
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RECENT PATENTS.

917,545. Method of Filling Hollow Elastic Vehicle Tires with Spongy Material. Arthur T. Collier, St. Albans, England, assignor to Pneumatic Syndicate, Limited, London, England, a Syndicate of Great Britain. Filed Jan. 26, 1909. Serial No. 474,314.

1. A method for filling hollow vehicle tires with spongy material, which consists in forcing a column of spongy material under pressure into the hollow chamber of the tire and in providing movable mechanical means for closing the fairway of said hollow chamber immediately in front of said column of spongy material.

918,272. Float Valve. John S. Brennan, Milwaukee, Wis. Filed Aug. 1, 1907. Serial No. 386,533.

In a float valve, having an open end cylindrical chambered casing, a side inlet and a bottom discharge opening provided with a tapered valve seat, and a closure for the open end of the casing; the combination of a hollow float, a central tube extending through the float and connected to its opposite walls to constitute a vent there-through, a valve closure for the tapered valve seat in connection with the lower end of the tube and adjacent float wall, the valve closure comprising a flexible conical shell surrounding the tube, and whereby a dead air space is formed between the outer walls of the conical shell and tube extension.

917,982. Saddle for Velocipedes. Francis H. Wilson, Earley, England. Filed Sept. 5, 1908. Serial No. 451,882.

1. The combination, with a supporting frame, of a saddle normally arranged over the said frame, a spring secured to one end of the saddle and hinged to one end of the frame and permitting the saddle to be inverted, a spring secured to the other end of the saddle and normally resting on the frame, and a locking device which normally secures the last said spring to the frame.

918,118. Wheel. Robert C. Blean, Sturgis, Mich., assignor, by mesne assignments, to American Wheel Company, Sturgis, Mich., a Corporation of Michigan. Filed Jan. 13, 1908. Serial No. 410,555.

1. A wheel comprising a rim provided with perforations, spokes entered in said perforations and having heads at the exterior of the rim and having outwardly turned inner ends, hub-rims having perforations in which said outwardly turned ends are entered and riveted, and a hub-barrel having flanges spacing said hub-rims, the ends of said barrel extending through said hub-rims and riveted at the exterior.

918,258. Automatic Change Speed Gear-ing. Louis Badois, Paris, France. Filed June 3, 1907. Serial No. 376,915.

A change speed apparatus with automatic regulation for transmission for different speeds, comprising a driven shaft, a single driving wheel normally loose in relation to the driven shaft, an intermediate transmission mechanism comprising pinions constantly in engagement with the toothed wheel, a toothed wheel loose in relation to the driven shaft and coacting with said pinions, a ratchet and pawl mechanism comprising on the one hand, an outer part

attached to the toothed wheel and pawls supported thereby, and, on the other hand, a fixed shaft, a ratchet secured thereto, a wedge clutch having an outer part attached to the driven shaft, friction rollers resting on the smooth exterior surface of the outer part of the aforesaid ratchet and pawl mechanism, a cage embracing said friction rollers, a regulating device consisting of weighty masses carried by and movable in relation to the driven shaft, springs opposing said masses, and rods connecting said masses with the cage aforesaid.

918,785. Cage for Ball Bearings. Wilhelm Sonnberg, Berlin, Germany. Filed Feb. 9, 1907. Serial No. 356,633.

1. A cage for ball bearings comprising a ring shaped member having a body portion lying on one side of the bearing, such body portion being formed with a series of recesses closed on such side and open upon the opposite side, and elongated lugs projecting laterally of the cage and substantially axially of the bearing to the opposite side thereof from such body portion, said lugs extending in pairs between each two adjacent balls, and adapted to be bent in opposite directions to embrace the balls.

919,123. Spark Plug. James W. Brown, Jr., Camden, Ark. Filed Sept. 23, 1908. Serial No. 454,303.

1. In a spark plug, the combination of a bushing, an insulated sleeve therein, a contact stem extending through the sleeve, the stem having a short axis at an angle to the main axis of the stem and plug, a button shaped electrode journaled for rotation on said angularly disposed axis of the stem, and another electrode supported upon said bushing and spaced at a fixed distance from the edge of the rotary electrode aforesaid.

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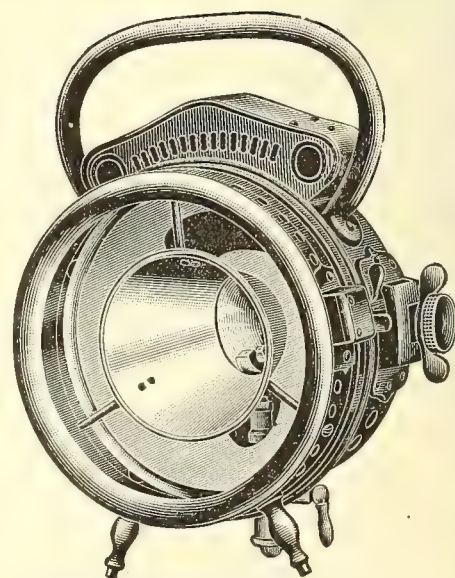
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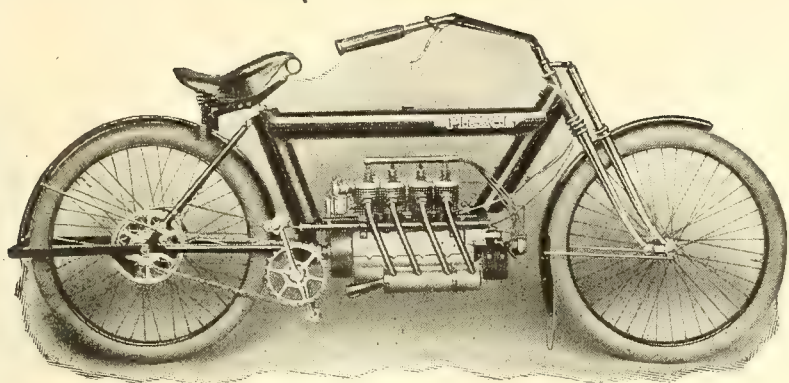
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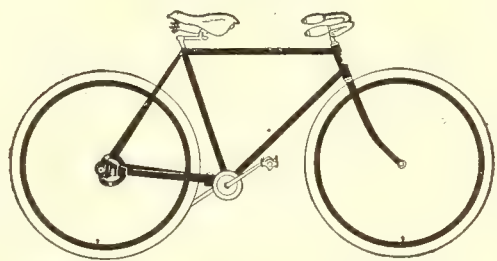
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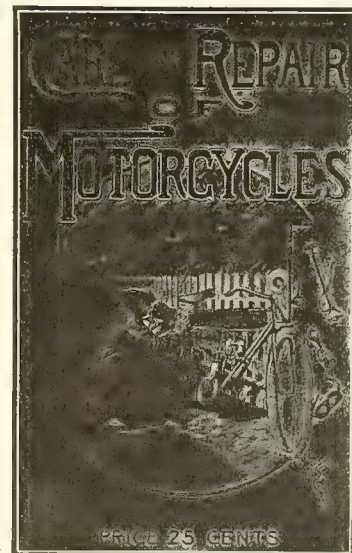
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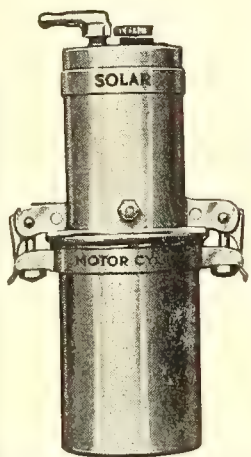
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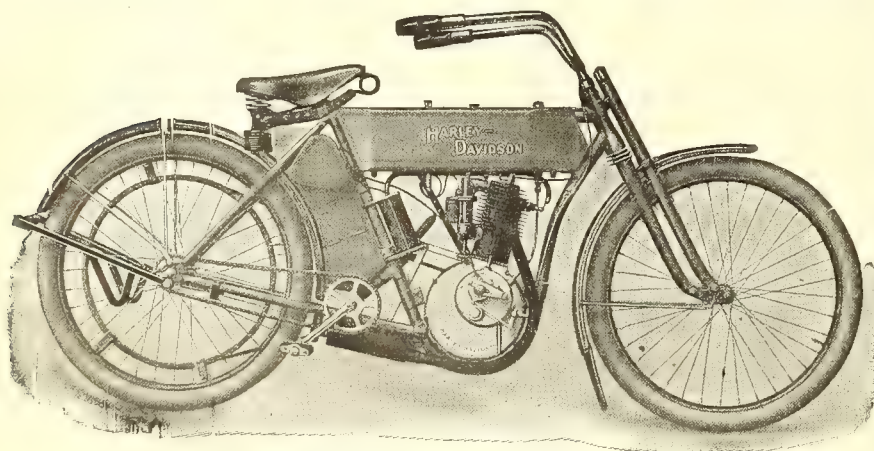
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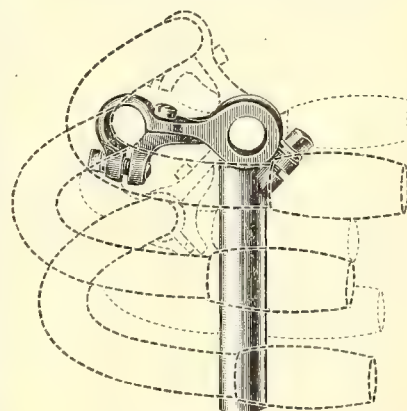


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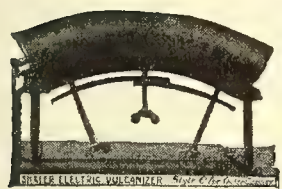
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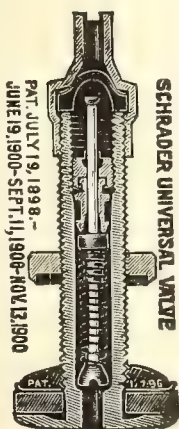
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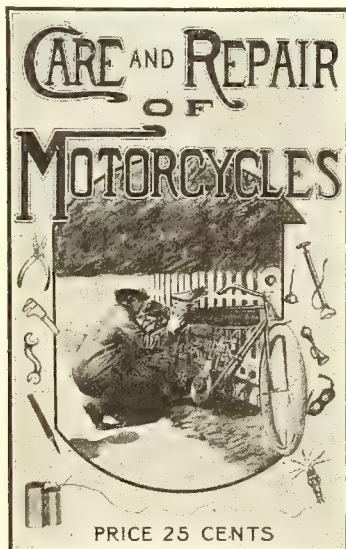
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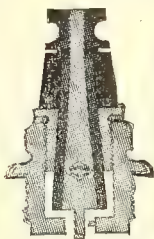
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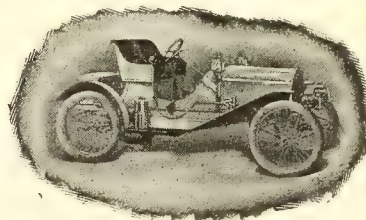


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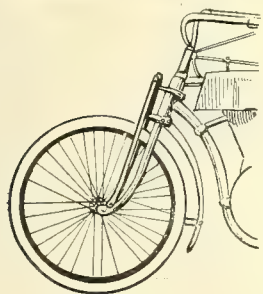
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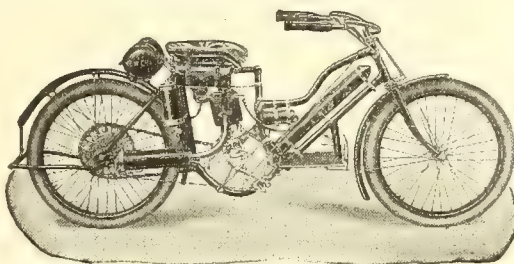
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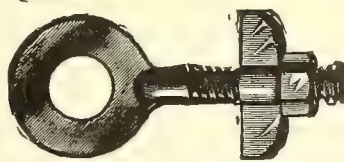
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STEVENS & CO.

99 Chambers Street NEW YORK

EVERY LIVE DEALER

sells

Duckworth Chains

Whether for bicycles or motorcycles they always are in demand, and not to carry a stock of them is to lose business. Duckworth Chains are the standard.

DUCKWORTH CHAIN & MFG. CO.,
SPRINGFIELD, MASS.

THE SIDNEY B. ROBY CO.,
ROCHESTER, N. Y.

Bicycle and Motorcycle Sundries

GET OUR PRICES

Mesinger Cavalry No. 3

Best Saddle for long distance.

H. & F. MESINGER MFG. CO.,
1801-1803 First Ave. New York.

Special Stampings

FROM

SHEET METAL

THE CROSBY CO., Buffalo, N. Y.



The Arch
is nature's design for greatest strength of least material.

IVER JOHNSON Truss Bridge Bicycle

gives rigidity and lightness and easy propulsion.

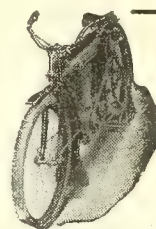
Write for catalogue which fully describes all models and agent's proposition.

IVER JOHNSON'S ARMS & CYCLE WORKS
FACTORY AND GENERAL SALES OFFICE
360 River St., Fitchburg, Mass., U.S.A.

GIBNEY WRAPPED TREAD BICYCLE TIRES

WRITE FOR PRICE LISTS AND DISCOUNTS

JAMES L. GIBNEY & BRO.
PHILADELPHIA



American Motorcycles

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

American Motorcycle Co.,
Wells & Seigel Sts. CHICAGO.



IDEAL PLATING CO.
Marlboro, Mass.

TORPEDO Has a Clean Record

Since 1904 the TORPEDO has entered many Endurance Runs and in every event has received a perfect score. Mr. Rider, something worth considering. Write us.

THE HORNECKER MOTOR MFG. CO.
GENESEO, ILL. U. S. A.

Metric Separable Indestructible Mica Plug,
\$1.50.

(Trade **STA-RITE** Mark)
Ignition Plugs are now repaired perpetually, free of charge, when returned to factory, because "They Stay Right the Longest."

THE R. E. HARDY CO.,
(Incorporated 1900)
Factory, 201 37th St., BROOKLYN, N. Y.
309 Fisher Bldg., Chicago.



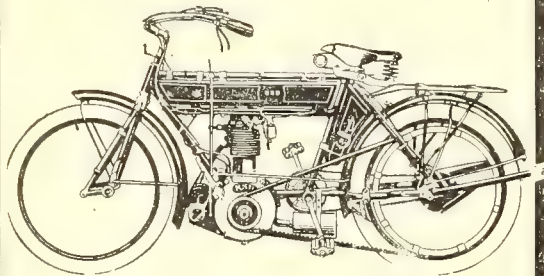
SPECIAL

MINERVA 1909 TWIN 8 H.P., built especially for us by the MINERVA COMPANY. Condition perfect; the machine has not been ridden over 200 miles. We guarantee a speed of over 65 miles an hour. The PRICE, \$225.00. Also our MINERVA SINGLE 4 H.P. RACER. Condition perfect. Speed 55 miles an hour. PRICE, \$125.00. To the purchasers of these two machines we will bind ourselves to refund the purchase price less 10%, if after a month's trial the machines do not prove satisfactory.

GEO. V. LYONS MOTOR COMPANY, 2382-2384 Broadway, NEW YORK

SPECIAL

Consider the Service Before the Cost

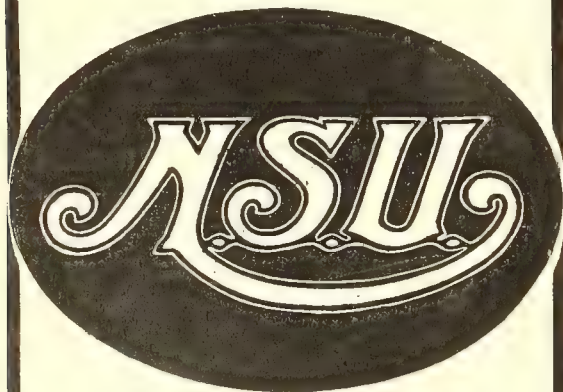


4 H.P. MODEL DE LUXE

There may be cheaper motorcycles on the market, but will they extend the service you desire, will they remain troubleless the entire season?

NO!

For all around reliability of service there is nothing to equal the



Absolutely ready when delivered, for any trip, no matter of what duration. It requires no towing on the road, it needs no sackful of extra parts.

Get the N. S. U. catalogue and compare the completeness of our machine with others, then think where they (the others) would be in 12 months riding. We are sure you'll never regret riding the N. S. U., neither will your pocketbook.

Why bother with the cheap worry-giving motorcycles?

Immediate Deliveries.

Catalogue "B" awaits your request.

N. S. U. MOTOR CO.
206 W. 76th St., New York City

Some Recent Contests

wherein the

EXCELSIOR Auto-Cycle

MADE GOOD

NEW JERSEY MOTORCYCLE CLUB RELIABILITY RUN

Kenneth E. Moore won Perfect Score Medal and Special Cup for Consistency.

LOS ANGELES-SAN DIEGO RELIABILITY RUN

The most severe of the year, E. L. Parmelee and C. E. Anderson won Perfect Scores. R. M. Brinckerhoff finished on the minute, but was penalized 18 points for adjusting a vibrator spring. Only 16 out of 39 starters got in at all and only three others with perfect scores.

DANVILLE MOTORCYCLE CLUB HILL CLIMB

June 9, in 30.50 class, the results were:

H. E. Richardson....	EXCELSIOR, 26 $\frac{3}{5}$ sec.
Paul Moore.....	EXCELSIOR, 32 $\frac{2}{5}$ sec.
Carl Stahl.....	EXCELSIOR, 33 $\frac{1}{5}$ sec.
Chubbeck.....	Yale, 38 sec.
Tormey.....	Thor, 44 $\frac{1}{5}$ sec.
Evans.....	R-S, 44 sec.

Richardson was allowed to ride his 30.50 single cylinder EXCELSIOR in the 61 class against twins of twice the rated power and was beaten by only 3 $\frac{2}{5}$ seconds, beating one 7 H. P. twin by 1 $\frac{2}{5}$ seconds, but was afterward protested for late entry.

Thus does EXCELSIOR QUALITY ALWAYS MAKE GOOD.

Our new art catalog M. C. 239 is just out.

Excelsior Supply Co.

(Established 1876)
233-237 Randolph Street
CHICAGO, ILLINOIS

STANLEY T. KELLOGG,

Eastern Distributor
2232 Broadway, NEW YORK, N. Y.



END OF
BAR
HANDLE

Order your new motorcycle equipped with

G & J ROUGH-RIDER GRIPS

Made of Rubber.

They relieve the vibration.

Price, \$1.50 Per Pair

For Sale by All Dealers.

G & J TIRE CO.
INDIANAPOLIS

In addition to the

Kokomo Motorcycle Tire

with Gridiron tread

which has created a new standard for both tires
and treads we now are producing the

Kokomo Motorcycle Tire

with raised studded tread

which makes that tread of real and lasting worth.
We do not squeeze the non-skid studs out of the
regular rubber tread; we put more rubber on the
tread—and lots of it—and then form the studs.

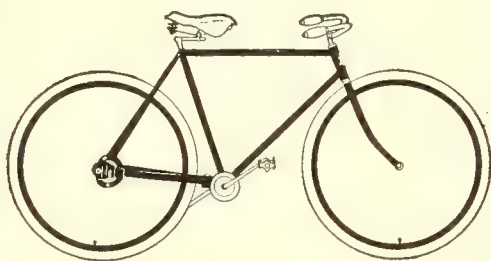
“Giving full value” has been our policy since we
first turned out a bicycle tire. The same policy
applies to our motorcycle tires and tubes, for we
make tubes, also.

Q U O T A T I O N S O N R E Q U E S T

KOKOMO RUBBER COMPANY
Kokomo, Indiana

POPE BICYCLES

COLUMBIA
CLEVELAND
RAMBLER
TRIBUNE
CRESCENT
MONARCH
IMPERIAL
STERLING
FAY



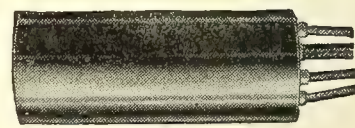
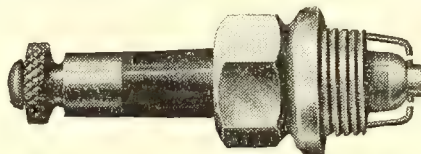
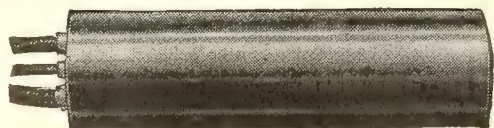
SEASON OF 1910—it's almost here. Our traveling salesmen will soon be on the ground with new lines that will prove eye openers.

Just a little early to announce the details—not too early, however, for dealers to give the matter some preliminary thought. We have been "on the job" for months. The results will surprise you.

No cut and dried old machines that have been doing service for years, but instead, *New Models, New Features and Improvements* all along the line.

Our travelers will give you the particulars. Far more than in any previous year it will pay dealers to await their arrival before making definite selling plans.

THE POPE MANUFACTURING CO.
Hartford, Conn.



What's the use of accepting anything less than the best, when the best is available?

PITTSFIELD IGNITION SYSTEM

is available to every motorcycle maker and rider.

Certain ignition begets a feeling of security. Pittsfield Ignition supplies it.

Pittsfield Coils don't break down or short-circuit. They intensify the spark to an efficient degree, constantly and with unvarying precision.

Pittsfield Motorcycle Spark Plugs shoot the spark to the mixture every time—not some times—and Pittsfield quality of mica insulation doesn't crack, it is practically solid.

Pittsfield Special Electrodes give the maximum resistance to the high-tension current.

Coils for single and twin cylinders—flat or conical ends.

PITTSFIELD SPARK COIL COMPANY, Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

You Motorcyclists who would like to find a way
to cut down your machine maintenance expense.

Probably you will need a tire to finish out this season. Buy a

Morgan & Wright Motorcycle Tire.

Put it on the rear wheel, where it will get most of the rub and scrub. Watch it closely, and compare the service it gives with that you have been accustomed to receiving from other makes. Such a test has showed scores of other riders a way to run their machines far cheaper than they ever thought possible before. It may do the same for you. Surely it is worth the trial.

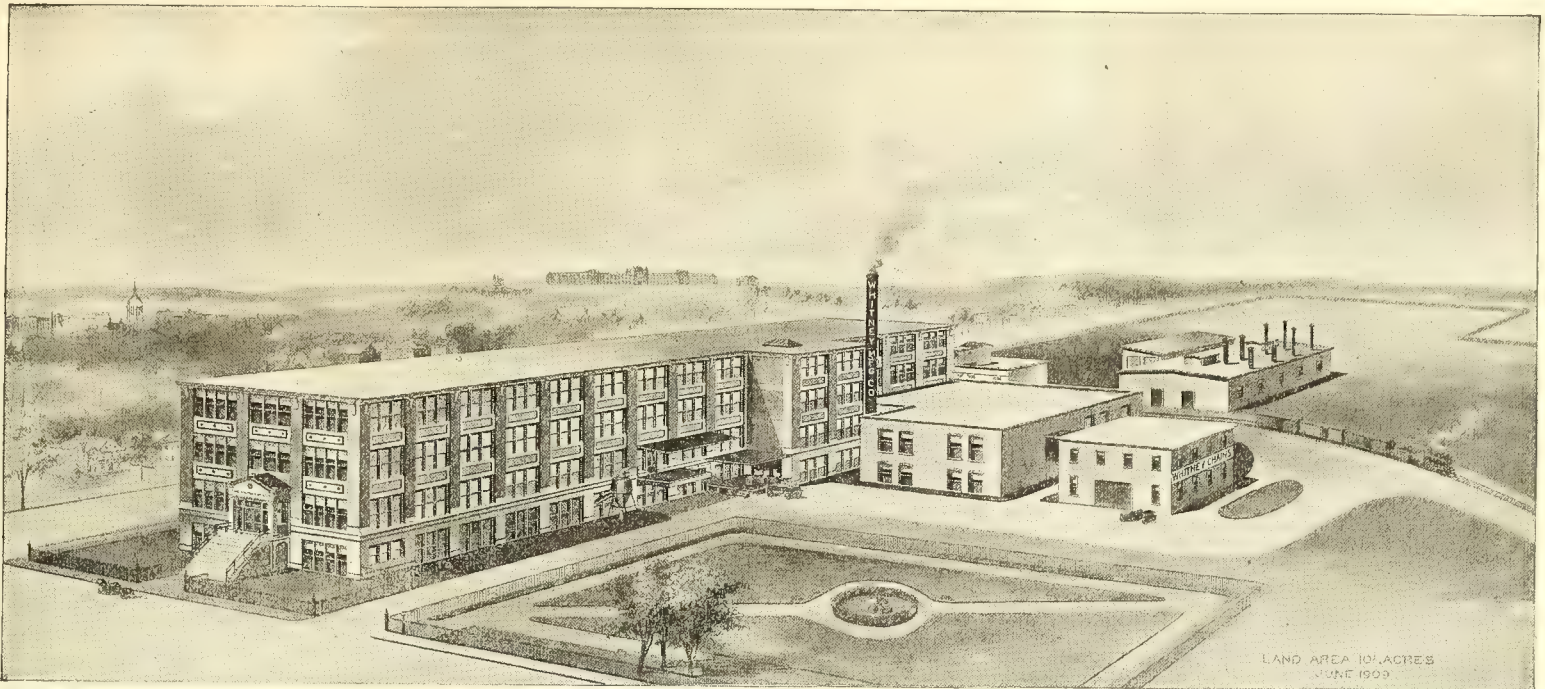
MORGAN & WRIGHT, Detroit

Look for the Diamond E Trade Mark Stamped on Every Spoke

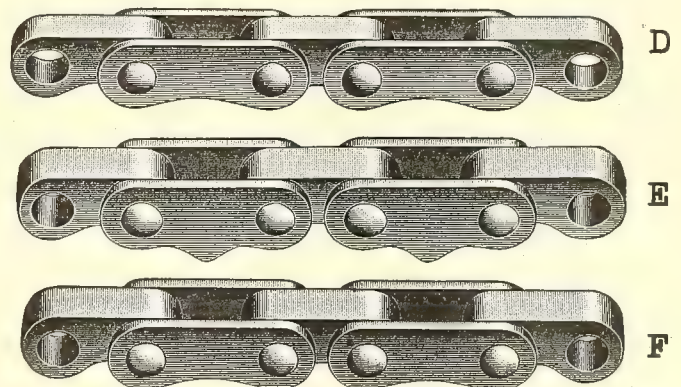
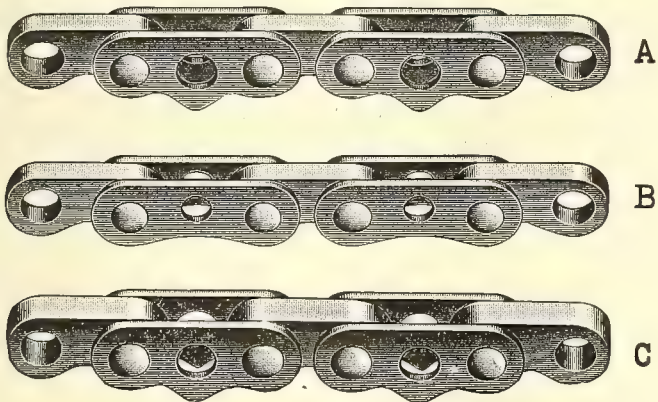


**The Standard
Company**
TORRINGTON, CONN.

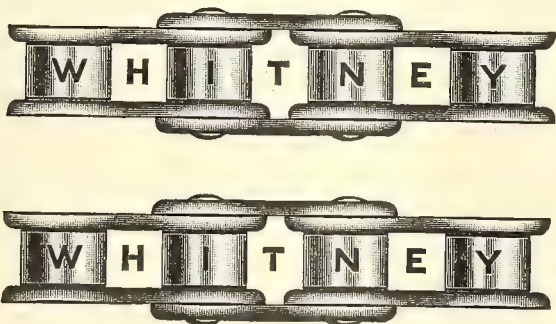
Manufacturers of
**SPOKES, NIPPLES, PEDALS
TOE CLIPS and SPARK PLUGS**



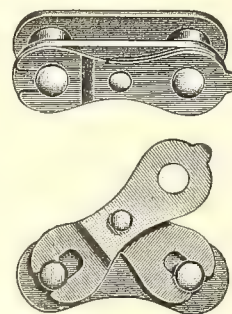
"Whitney" Chains are made in one of the most modern of American fire-proof factories.



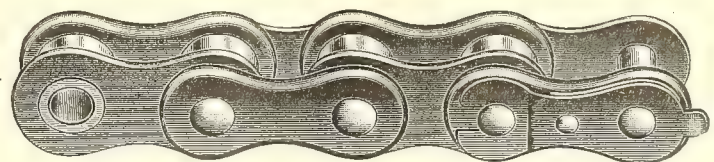
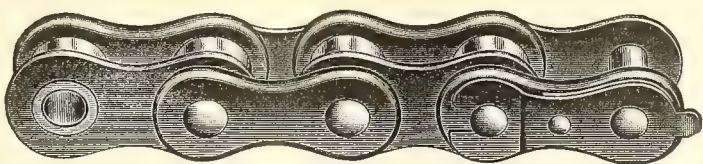
If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
For Motorcycles, Etc.



New Patent
Safety
Connecting
Links
For Bicycle and
Motorcycle Chains



THE WHITNEY MFG. COMPANY
Hartford, Connecticut

Emblem's First Event

Emblem Wins!

George Heil, motorcyclist of 30 days experience, makes perfect score in F. A. M. Endurance Contest.

The Kind of Machine for the Ordinary Kind of Man to Buy

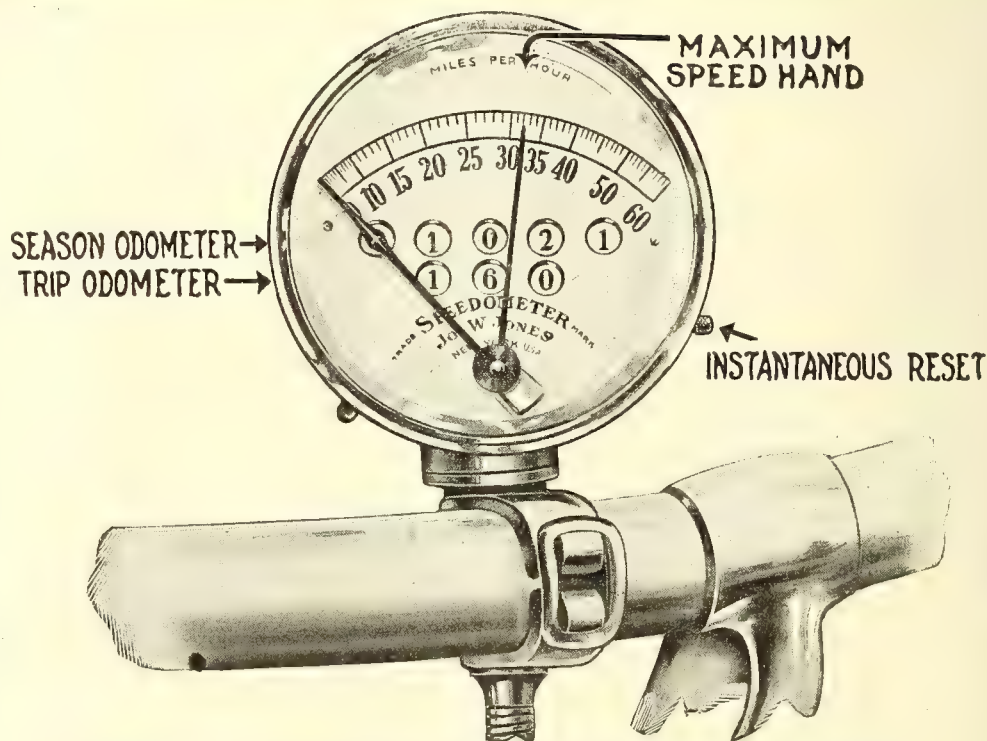
EMBLEM MANUFACTURING CO., Angola, N. Y., U.S.A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and South-east New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

Jones made the first speedometer, years ago.

He improved on the original. Each succeeding year brought out something a little better than the previous one. You probably remember the old friction drive and some of the other earlier models. Compare the new Jones Model 32 that is illustrated herewith, with any other speedometer on the market today. You will find it is just as far ahead of the field as it is ahead of the early models Jones made. It takes experience to build speedometers. See that you get the

Jones Speedometer

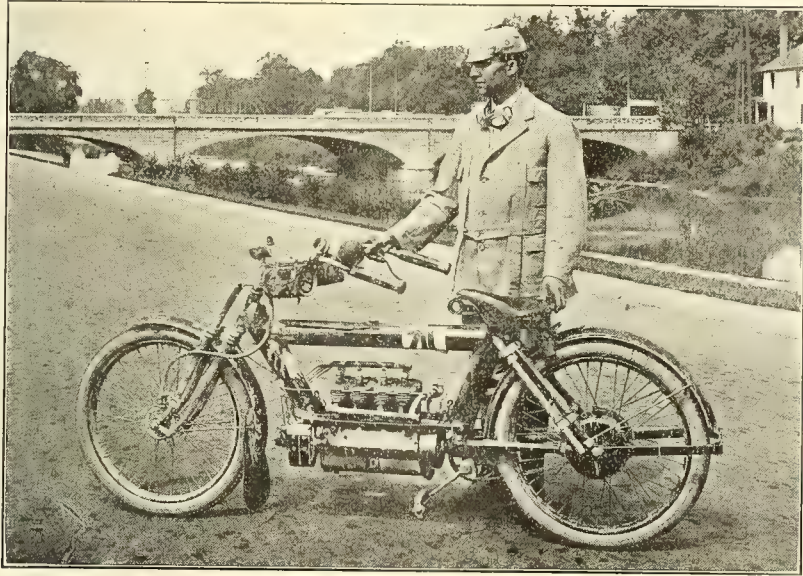


Model 32, 60 Mile Scale, Maximum Hand. Price, \$25.

JONES SPEEDOMETER DEPT. UNITED MANUFACTURERS, Inc.

Broadway and 76th Street, New York

PIERCE Vibrationless



PERFECT SCORE F. A. M. Endurance Contest

The above photograph shows F. L. Hunt, a Pierce rider, who earned a perfect score after having covered the distance from Cleveland to Indianapolis without a single repair or adjustment.

We claim superiority and prove it by actual performance.

CATALOGS OF BICYCLES AND
MOTORCYCLES ON APPLICATION.

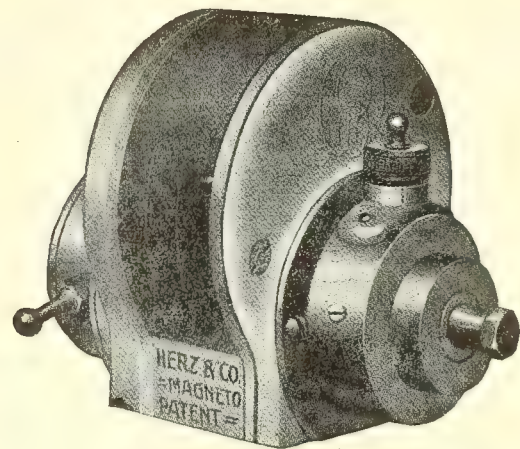
The Pierce Cycle Co.
BUFFALO, N. Y.

BRANCHES—Denver, Colo., Oakland, Cal., Atlanta, Ga.

**The Smallest,
Lightest,
Most Efficient
Magneto
Ever Made**

IS THE

HERZ- MAGNETO



Runs in Annular Ball Bearings.
Minimum Power Required.

No Attention.

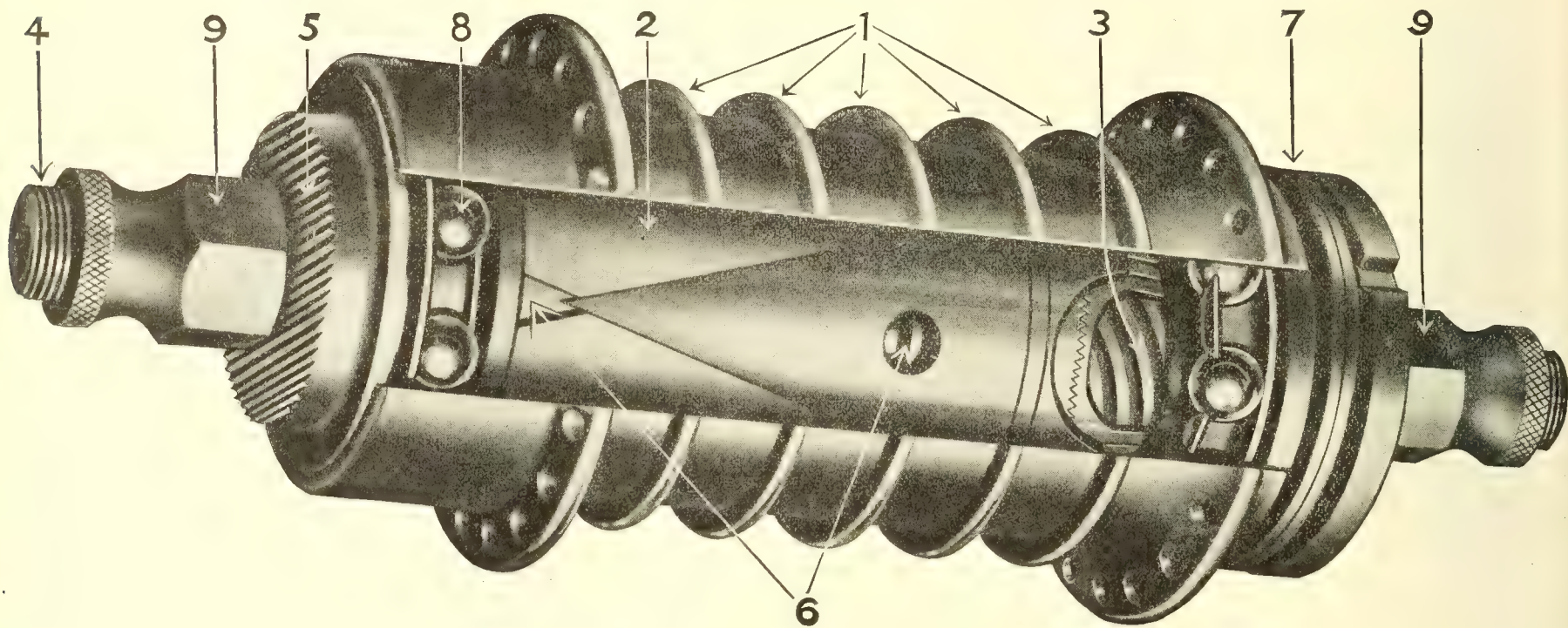
No Lubrication.

**It is winning
many races and
endurance tests**

Write for Our New Catalog

HERZ & CO., CIVIL ENGINEERS
295 Lafayette St., New York

THE MUSSELMAN MOTORCYCLE COASTER BRAKE



Notice the Ten Points of Superiority

No. 1.—**COOLING FLANGES** which add over $13\frac{1}{2}$ square inches of cooling surface, making the total surface 42 square inches, making it impossible to overheat this brake. These cooling flanges also add an enormous amount of strength, barring any possibility of rupturing the shell in applying the brake, as is common with other hubs.

No. 2.—**BRAKE SHOE**.—Our construction permits a very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges.

No. 3.—**SHORT PITCH**. $\frac{5}{8}$ inch pitch. This is a very short pitch and gives one as good a leverage in applying the brake as a lifting jack. This leverage with our ample brake shoe gives you a power great enough to stop an automobile.

No. 4.—**LARGE AXLE**. 9-16 inch in diameter; strongest made. No danger of this axle bending or giving away under any condition.

No. 5.—**NO ARM**. This principle with our corrugated face on left stationary cone does away with building our brake with an arm. Arms or eccentrics create an undue leverage on rear forks, which is a common cause of trouble in other styles. Our construction causes the pressure when brake is applied of an end pull on rear forks and end push on the rear stays, making it impossible to break your rear forks.

No. 6.—**GREASE CHAMBER**. Our brake is built with a grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease for keeping the hub automatically lubricated for a season.

No. 7.—**CHAIN LINE**. Our sprocket set is fitted with two chain line rings; these with the straight and offset sprocket will give you seven chain lines, running from $2\frac{1}{8}$ inches to $2\frac{1}{2}$ inches, making it unnecessary to order special hubs for certain motorcycles.

No. 8.—**LARGE BALLS**. $\frac{3}{8}$ inch steel balls are used throughout, making the chance of broken balls infinitesimal.

No. 9.—**LONG STRONG AXLE NUTS**, built so as to accommodate any kind of stand.

No. 10.—**NO DRAG OF PARTS**. The principle of this brake is the same as the famous Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times, whether driving or being pulled by the motor. This is true only of the Musselman Coaster Brake.

DIMENSIONS.—MODEL A.—FOR BELT MACHINE.

Length over all outside cones, 6 inches.

Chain Line—Straight Sprocket, $2\frac{1}{4}$, 25-16, $2\frac{3}{8}$ inches.

Offset Sprocket, $2\frac{1}{8}$, 23-16, $2\frac{1}{4}$, $2\frac{3}{8}$, 27-16, $2\frac{1}{2}$ inches.

Drilled for 36 and 40 Holes.

Width of Flanges, $3\frac{1}{2}$ inches.

Sprocket, 3-6, 10 to 12 tooth, inclusive.

FOR FURTHER PARTICULARS WRITE TO

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, September 4, 1909.

No. 24

GERMANY GRANTS A CONCESSION

New Patent Agreement with the United States Favors Americans—Lessens the Need for Official Perjury.

Difficulties which American inventors and manufacturers experience in maintaining foreign patents have been lessened considerably so far as Germany is concerned by a new agreement which that country and the United States have entered into and the terms of which recently have been disclosed by President Taft. Probably with the diplomatic intent of affording a contrast to Great Britain, whose new laws compelling the working of British patents on English soil have caused much bitter feeling, Germany has gone in the other direction and has relieved Americans from similar German regulations which have been in effect in the past. In fact the nature of the agreement is such that it appears to represent purely a concession from Germany without the demand of any direct or specific benefit in return, except in the contingency that the United States should in the future pass laws invalidating the unworked patents of foreigners, such as might happen to be owned in this country.

Not the least interesting effect of the compact is that which will result in freeing most American owners of German patents from the necessity of paying stiff fees for a comic opera form of official perjury and red tape which formerly it has been necessary to undergo in order to keep German patents alive where they were not actually worked within the German boundaries. The working of a patent in the United States is now considered equivalent to its being worked in Germany, the essence of the agreement being contained in Article 1, as follows:

The provision of the laws applicable, now or existing hereafter to be enacted of either of the contracting parties, under

which the non-working of the patent, working pattern, design or model carries the invalidation or some other restriction of the right, shall only be applied to the patents, working patterns, designs or models enjoyed by the citizens of the other contracting party within the limits of the restrictions imposed by the said party upon its own citizens. The working of a patent, working pattern, design or model in the territory of one of the contracting parties shall be considered as equivalent to its working in the territory of the other party.

For various reasons Americans have in many cases found it impossible actually to work their patents in Germany according to the requirements, while at the same time they have been anxious to maintain the validity of the patents. In such cases the only remedy that was offered was to employ an official perjurer, whose services the German government would lend upon the payment of a large fee and who would swear to and execute the necessary papers declaring that with his own eyes he had seen the patents in question being worked within the German boundaries during the then current year. With the connivance of the patent office, this testimony would be accepted and the validity of the patents would remain unimpaired. The system was not born of graft, but represented an effort to assist outsiders to maintain their patents when circumstances made it difficult or impossible to meet the letter of the law in this respect. So far as Americans are concerned, the new agreement practically abolishes the need for such subterfuges, as the majority of the American owned inventions for which German patents are kept alive are being worked in the United States.

Attachments on Ovington Motor.

Two attachments have been filed against the Ovington Motor Co., 2234 Broadway, New York City, the American agent for the F-N motorcycle. One of them is for \$550 in favor of Gustavus L. Lawrence for rent for August and September, and the other for \$364, in favor of another creditor. The sheriff temporarily has placed a keeper in charge of the store.

PALACE SHOW DIAGRAM ISSUED

Motorcycles to be Staged in First Balcony—Space Allotment in October—Dealers' Attendance is Sought.

First of the two big exhibitions in New York at which motorcycles and their accessories will be staged, the Tenth International Automobile Show at Grand Central Palace, will open on New Year's Eve, as last year, and in order that all arrangements may be completed in ample time the blanks and diagrams now are being sent out to manufacturers who have indicated their intention of exhibiting. The allotment of space is scheduled to take place on October 8, for which reason it is necessary that applications be received by October 1. The show will be under the management of the American Motor Car Manufacturers Association, whose offices are at 505 Fifth avenue, New York. The direct supervision of the affair is in the hands of Alfred Reeves, general manager of the association. The show will last one week, the dates being December 31, 1909, to January 7, 1910.

The diagrams reveal that the space at the Grand Central Palace, which occupies a whole block on Lexington avenue, from Forty-third to Forty-fourth street, has been increased by a re-arrangement so that 72,000 square feet are available, which is a slight expansion over last year. The motorcycle exhibits will be grouped so far as is possible on the first balcony, while accessory and tire exhibitors will have the second balcony and part of the first balcony and main floors.

Liberal provision is being made for the issuance of passes to bona-fide dealers, whose attendance is being sought as a means of strengthening the trade side of the show. Special forms of trade tickets at a reduction in price also are to be made available to exhibitors, though the most rigid regulations will control their use.

MOSSBERG'S NEW FACTORY BEGUN

Fund Raised by Citizens of Attleboro is Used to Provide New Buildings—Larger Output Planned.

With \$50,000 raised by the citizens of Attleboro, Mass., work on the new factory for the Frank Mossberg Co., of that city, has commenced, ground having been broken for the buildings on the new site contributed for the purpose. Having outgrown the capacity of its present plant, the Mossberg company, which is known almost the world over for its cycle wrenches and other products, not long ago let it be known that in order to get sufficient factory space it might have to move from Attleboro, where it has been established for a number of years, to some other locality where it could get the necessary room. As a consequence the business men of Attleboro immediately became interested and undertook to make it so desirable for the Mossberg plant to stay that it would not move elsewhere. A public meeting was held and the \$50,000 fund subscribed.

The main building of the new plant will be 290x60 feet, and the separate power building will be 150x 60 feet, both structures being of steel and brick construction. The former will be two stories high, the first floor having the powerful presses and other heavy machinery which are used in the Mossberg processes, while the second will be given over to lighter work and also will contain the offices and drafting rooms. The smaller building will house the boiler room and power generating plant, and will have the departments for hardening, brazing, forging, japanning, laquering and plating. In addition to the manufacture of cycle wrenches, the company will undertake metal stamping, die work and the production of special machinery and tools on a much larger scale than heretofore.

Diamond to Make Motorcycle Tires.

Although pioneers in the manufacture of cycle and motor car tires, the Diamond Rubber Co., of Akron, O., has reserved the production of motorcycle tires until now, and the announcement of a line of Diamond motorcycle tires is in the nature of an important event in this field. It has been known for some time that the Diamond company has been testing out tires of special construction for motorcycle service, and the official disclosure of what the new Diamonds will be is expected shortly.

Hendee Visiting Indian Agents.

Having completed all the details in connection with getting the recent addition to the plant in full manufacturing operation, George M. Hendee, the head of the Hendee Mfg. Co., Springfield, Mass., has started on a seven weeks trade trip which will take him to the Pacific Coast. He will visit the

agents for Indian motorcycles, and will endeavor to placate the western dealers who have complained because they have not been able to get enough machines. It will be explained to them that the new factory provides double the former capacity for production and that special efforts will be made to take care of western business.

Haverford Held Own Convention.

By reason of the failure of the cycle manufacturers, the cycle parts and accessories association or the cycle jobbers' association to hold the usual trade convention at Atlantic City this year there was not a little disappointment among many of the trade who in the past have been participants in these affairs, but at least one concern met



HAVERFORD CYCLE MANAGERS AT ATLANTIC CITY

the situation in a way which compensated its principals and branch managers for the lack of the customary gathering. Choosing the same famous seaside resort, the Haverford Cycle Co., which has its headquarters in Philadelphia, held a week's convention of its own last month, which was attended by the managers and assistant managers of its various stores and branches. The company maintains two establishments in Philadelphia, together with a branch in Buffalo, N. Y., while it also is opening a Detroit branch, and the convention was for the purpose of bringing the heads of the selling department together preliminary to the vigorous campaign in the jobbing field which the concern is undertaking. The accompanying illustration reveals that those attending the affair were not at all unhappy during its progress. M. M. Sladkin, the head of the concern, is shown in the center of the lower row, which, commencing at the left is composed of M. Bunkin, B. Cramer, M. M. Sladkin, Charles Cross and L. Kellner, while the upper row, from left to right, groups H. Gensburg, J. D. Smuller, William Van Sun, Samuel Israel, C. Hobbs and E. Edwards.

FAVORS FOR BERLIN EXHIBITORS

Exposition of American Products Offers Further Inducements—Department for Manufacturers not Represented.

Since the preliminary announcements were made of the American Exposition in Berlin, which is to take place during April, May and June, 1910, several additional inducements to intending exhibitors have been secured. For the accommodation of those who are unable to secure personal representation at the exposition, it has been arranged to provide a department of the bureau of information to take the form

of a special sales office, which will undertake to unpack, exhibit and demonstrate, and make final disposition of all goods committed to its care. Another noteworthy point is that the Hamburg-American and North German Lloyd steamship companies have increased the discount on freight originally offered from 20 to 30 per cent. The exposition, which is intended for the effectual exploitation of American products on German soil, and is a unique proposition in its way, has had added to its roll of American patrons, the names of J. Pierpont Morgan and Thomas A. Edison. The American end of the exposition business is being handled from 50 Church street, New York City, where Max Vieweger, the American manager, is enrolling applications.

Cycle Dealer Seized with Mania.

Richard Hoffman, a cycle dealer, of Fruitvale, Cal., has surrendered himself to the authorities, explaining that he has developed a sudden and ungovernable homicidal mania and expressing the fear that if he be not restrained he will commit murder. He has been placed in the county jail and his sanity is being investigated.

WORKS "RIDING ON TRIAL" DODGE

Toledo Establishment Loses a Motorcycle Through a Familiar Trick—Straw Hat the Only Clew Left.

That dealers have reasons to prick up their ears and become cautious when a prospective customer whose identity and responsibility is not known suggests a trial ride on a motorcycle is again confirmed by the experience of the Oberwegner Motor Co., 139 Michigan street, Toledo, O., who mourn a Yale motorcycle of this year's production as a result of letting a smooth stranger try it out. Representing himself as a probable purchaser, he persuaded them to let him take a short spin around the block. The block that he chose was so big that he is not back yet, and as he started on August 25, the Oberwegner people have given up hope that he is likely to return, except in case he is brought back by an officer of the law.

Giving his name as Sherman and his place of business as Cleveland, the man, who was a well dressed young fellow, gave a plausible story about wishing to purchase a machine and his request for a trial ride was granted with little hesitation. As a means of allaying suspicion that he might not return, he left his straw hat in the store before mounting, and though its value as a security for the machine was nil, it nevertheless may have a value in providing a clue to the location of the thief, since it bore the name of an Elyria (O.) hatter. The stranger is described as being about 20 years old, 5 feet 6½ inches high, medium build, light brown hair and about 140 pounds in weight. He wore a light steel-gray check suit, and appeared well provided with money.

The stolen machine, the number of which is not given, is a 1909 Yale, nearly new, having blue enamel, G & J tires, Breeze carburetter, belt tightener, Eclipse coaster, Troxel saddle, "Rough Rider" grips and a square tool kit on the top bar. The forward left side of the tank has an indication where a piece of paper 4 inches square was stuck on.

Another Thief Gets Away with a Mount.

Still another stolen motorcycle for which dealers and repairmen are being asked to keep a watchful eye is reported by George Schroeder, bicycle dealer, 1109 West Third street, Davenport, Ia. The machine is a Harley-Davidson, 1909 model, gray finish, having engine No. 3562. It is the property of Al. Hentzelman, the ticket agent at Davenport, and was stolen from the railway depot.

Creditors of 20th Century to Meet.

Creditors of the Twentieth Century Mfg. Co., of New York City, the veteran lamp making concern, have been called to a

meeting which is to be held in the office of the referee in bankruptcy, Seaman Miller, at No. 2 Rector street, New York, on the 9th inst., at which time a trustee in bankruptcy will be appointed. It is probable that the creditors generally will accept 25 cents on the dollar and that the company will be re-organized to continue the business. The schedules in bankruptcy show liabilities of \$63,202, and nominal assets of \$23,837, consisting of stock, \$6,000; machinery and fixtures, \$1,000; motor boat, \$1,000; accounts, \$13,211; cash, \$2,626, and twelve patents pledged to the Scoville Mfg. Co., of Waterbury, Conn., a creditor for \$9,676. Among the creditors are George B. Wilson, Philadelphia, \$22,762; Merchants Exchange National Bank, \$11,400; Manhattan Brass Co., \$845; Leo Popper & Son, \$1,488, and W. B. Bertels, Son & Co. Wilkes-Barre, Pa., \$800.

Morgan & Wright Branches Move.

Morgan & Wright have changed the location and management of their branch in Atlanta, Ga., by taking new quarters at 50 North Pryor street, where Herbert Starnes will be in charge. The branch formerly was under the direction of the Alexander-Seewald Co. The new manager is one of the oldest employes of the company, having acted as southern representative for a number of years past. The Morgan & Wright branch at Los Angeles, Cal., also has been moved, from 118 East Tenth street to larger quarters at 1108 South Main street, while the Minneapolis branch is now at 911 First avenue S.

Robber Does a Smashing Business.

Howard A. French & Co., cycle and motorcycle jobbers in Baltimore, Md., had a visitor at their establishment, 304 W. Baltimore street, about 5 o'clock on the morning of the 26th ult., who was so taken with the motorcycle displayed in their window that he picked up a cobblestone and smashed the glass to acquire it. The crash attracted a crowd, so that instead of making away with the machine the thief grabbed a number of revolvers which were in the window and with two of them stood off attack until he made his escape.

Snutsel Goes Abroad for Splitdorf.

Paul L. Snutsel, foreign representative of C. F. Splitdorf, Inc., New York City, sailed on Saturday, 28th ult., for an extended trip to London, Paris, Turin, Barcelona and Brussels. In each of these cities branches are maintained to meet the European demand for Splitdorf magnetos and ignition goods, and his trip is for the purpose of visiting them.

Murray Returns from Summer Camp.

James E. Murray, secretary of the New York Sporting Goods Co., of New York City, has returned to business after a two months absence. He has been enjoying a vacation at his summer camp in New Hampshire.

MODIFIED FORM OF VALVE LIFTER

Operates During Exhaust and Compression Strokes Only—Effect Claimed is Constant Supply of Fresh Gas.

With the ordinary type of motorcycle engine conditions necessitating slow running are not readily and comfortably met. Frequently the limit of throttle closure is not enough to slow the machine down to the pace set by slow city traffic, or required by rough spots in the road, so that resort must be had either to extreme retardation of the spark, or to the use of the valve lifter. In the former case, overheating, pitting of the valves and generally unsatisfactory performance is apt to result. When the valve lifter is used, the action of the machine is apt to be jerky and sometimes accompanied by misfiring when the valve is closed for a restart. In an effort to remedy these conditions, and provide for smoother running at slow speeds, a foreign expert has suggested a modified lifting mechanism which, at least, possesses the advantage of novelty.

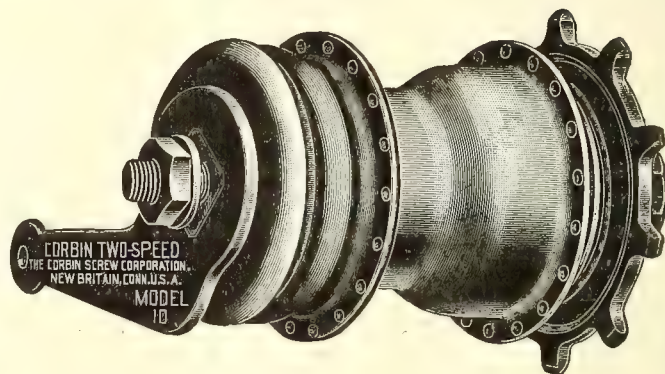
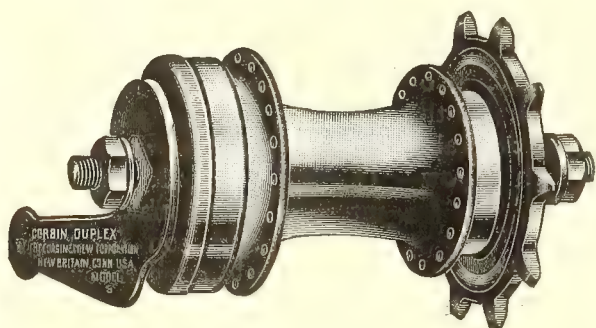
Against the ordinary form of valve lifter, the objection is raised that the fact of the valve being unseated throughout the cycle tends to fill the cylinder with hot gas, interfering with carburation and causing a delay in restarting when the valve is resealed. The same difficulty, it is held, more or less interferes with making a clean start from rest. The reason for this is that as the valve is held open through all four strokes, the suction through the intake pipe is diminished, while a certain amount of exhaust gas is pulled back from the exhaust pipe and muffler during the suction stroke. Consequently when the lifter is dropped again, it is necessary for the motor to go through one or more idle cycles before the cylinder is cleared, and a combustible charge taken in.

The new arrangement contemplated, instead of holding the valve up at all times, merely causes it to be raised during the exhaust and compression strokes. The result is that the cylinder is kept full of fresh gas all the time, so that restarting is possible without delay, while as the suction is held constant, there is no need to open the throttle in order to ensure firing of the first charge. The presence of the cool gas in the cylinder is supposed to assist in cooling it, and therefore to render the action of the engine "sweeter" on starting than is possible with the ordinary arrangement. Naturally, the system involves considerably more mechanism than is ordinarily required, while an even more important disadvantage is that during long coasts, a considerable amount of fuel may be wasted. These objections, however, the inventor of the system considers of insufficient consequence to overcome the advantages which it brings about in other respects.

There never was a time or an event in
which

The Corbin Product

did not give a good account
of itself.



The Combination

of Corbin ideas and Corbin workmanship
is unbeatable.

CORBIN SCREW CORPORATION

LICENSED COASTER BRAKE MANUFACTURERS.

NEW BRITAIN, CONN., U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 4, 1909.

"We recognize the Bicycling World and Motorcycle Review as the best medium for advertising our business."—Armac Motor Co., Chicago, per Jesse Edwards.

Growth of Motorcycling Interest.

Growth in the demand for motorcycles has been so rapid and insistant during the present summer as to furnish cause for remark. For despite the fact that manufacturers and dealers early laid their plans for a big year's business, not even the facilities provided in the way of increased outputs, better distributing systems and well-oiled selling machinery have proved sufficient to get very much ahead of the demand, in many cases. But even more important to notice, is the fact that the demand seems to be a solid one; that the sport of motorcycling is gaining strength continually, and that the efforts of the makers to improve upon the breed of their products are meeting with the desired results in the way of renewal orders to old customers.

Reports from traveling men in the West show a particularly heavy demand from that vast territory where above all things else, ready and rapid means of personal transportation are an imperative necessity. Indeed, such has been the burden of west-

ern business as almost to disguise the fact that the East as well is absorbing its share of the product. That such is the case, however, is disclosed by the registration returns from the state of Massachusetts alone. These figures show that during July no less than 250 machines were registered in that one state, while last month the number of new certificates issued was 141. Despite the fact that this is "vacation" business to some extent, so that these figures measure the crest of the wave, they are of sufficient magnitude to be cause for satisfaction.

Safeguarding of the Trial Ride.

So frequent are the cases of dealers losing motorcycles through granting trial rides to people representing themselves as probable purchasers that the necessity for some uniform method of dealing with requests of this kind suggests itself. It is perfectly natural that the intending buyer of a motorcycle should feel a desire to take a spin before buying, and the asking of permission to do so is by no means prima facie evidence of dishonest intent. In fact many sales are closed by giving the "prospect" a taste of the joys of motorcycling. For this reason it is advisable to be as liberal as possible in this respect.

Few dealers go so far as to let intending buyers try out the new machines which they have for sale, as an old machine of the same make and general style will answer quite as well. It can be pointed out to the customer that whatever excellence of running is to be found in the old machine is present to even a greater degree in the new machine. It is in seeing that he does not go away with the old one, however, that the greatest caution must be used.

Probably the most sensible system, when a buyer is being given a tryout or demonstration, is for the salesman to accompany him on another machine, so that there will be no chance for him to journey off with his mount. When such a plan is adopted it is well for the salesman definitely to specify just how far the ride will be, whether one block, three blocks or a mile; and to have a distinct understanding on this point before starting.

If a customer has been brought to the point where it seems advisable to let him take a machine for a trial ride, the salesman is fully warranted in devoting to him the amount of time necessary to accompany him on the brief trip. Strangely

enough some dealers will spend considerable money advertising and getting people into their stores and will then begrudge the time and attention which ought to be given to closing the sales, regarding it as wasteful and bothersome to send a salesman out with one who is trying a machine, and preferring to let the customer go alone.

By far the best plan is to have an employe of the store go with the customer on his ride. With a little tact the sale will be helped along in this way, particularly if the dealer or his employe has the discretion to let the customer do the leading instead of having to gaze at his companion's back. In short, if a customer looks good enough to be given a trial ride, he is worth the time and attention of a salesman to accompany him, and the presence of the latter guards against loss of the machine.

The Criminality of Faking Records.

No criminal is more untiringly pursued by the arm of the law than the counterfeit-er. This is because his crime is one which not only seeks for a return which is totally unwarranted by the effort outlaid in obtaining it, but because the substitution of bad money for good money strikes a blow at the very heart of the social system. It destroys the value of the medium by which all commercial transactions are measured. So in the realm of sport, the measure of all competition is the record. And just as fake money, besides being worthless in itself destroys confidence in that which it purports to be, so fake records tend to destroy the very meaning of competition.

It seldom happens that such a raw fake is attempted as that which recently caused the expulsion of two men from the Century Road Club of America. When such an attempt is discovered, justice cannot act too swiftly or too severely. For the government of sport must be a law unto itself, and the wrongs which attack not only the individual, but the entire system, must be stamped out at once, firmly and unrelentingly. For less violent and harmful offenses against the system, lesser punishments are invoked. The spirit of the man who seeks to win through unfair competition may not be the same as that of the out and out fakir. In order to curb his false ambition, however, he must be punished, and he must have the constant example before him of the severest penalty that can be imposed for what is recognized as the worst offense.

HUGH MACLEAN'S LAST RIDE

Popular Rider Falls While Training at Revere Beach—Fracture of Skull Results Fatally in a Few Hours.

Hugh MacLean, for several years the motor paced champion of America, died at his home, 382 Beach street, Chelsea, Mass., at 12:45 a. m., yesterday, 3d inst., as the result of injuries received while training at the Revere Beach saucer.

The lamented Chelsean was to have competed in a 20 miles paced race against Elmer J. Collins tonight (Saturday), and it was while training for this match that he was injured. In some manner the front wheel of his bicycle caught in the guard roller of the pacing machine. Before he could extricate himself MacLean fell from his bicycle, landing heavily on his head.

After a physician had attended to his exterior wounds MacLean was removed to his home in Chelsea, where Dr. Van Magness found that he was suffering from a compound fracture of the skull, and that death was inevitable.

MacLean's untimely demise brings the list of American riders who have been killed while following motors up to six. John Nelson, who died September 9, 1901, was the first American rider to meet his death in this manner. Then successively followed Archie McEachern, Harry Elkes, George Leander and Louis Mettling.

Hugh MacLean was born in Nova Scotia 28 years ago, but while he was still young, his parents moved to Chelsea, Mass., where the family has always resided. MacLean began riding in 1895 and several years later with his brother Alexander, blossomed out as a crack tandem rider. His first paced race was ridden in 1901 and he showed such promise that Colonel Pat Sheehan took him in charge, and from that time until the present day Hugh MacLean has been regarded as one of the foremost all-around riders in America.

Some of MacLean's best riding was accomplished in 1903 and 1904, when he broke several world's records, some of which are on the books at the present day. Then he went to Europe, and defeated the fastest continental cracks. Last year MacLean was, without doubt, the best pace follower in America. During the season he won 18 firsts, 3 seconds and 1 third, including the motor paced championship of America.

Not only was MacLean noted as a follower of the dangerous pacing machines, but he was a sprinter and plugger of ability. His first six days race was in 1901, when, with Butler as a partner, he finished fifth. He also competed in the six days races of 1904, 1905 and 1906, being severely injured in the last named. In 1907 he and Krebs won the Boston six days race.

Since 1901 Hugh MacLean has been associated with his brother, Alexander A., in

the management of the Revere Beach (Mass.) saucer track. Following his brilliant season last year MacLean announced that he had retired from the track, and associated himself with several pugilists as manager and trainer. He made his reappearance at Revere Beach, August 7th, and defeated Drobach and Logan. The match against Collins was to have been his second race.

Hugh MacLean will be greatly missed, for he was one of the most popular bicycle riders. He was a gentleman in every sense of the word and had a ready fund of good humor that endeared him to all with whom he came in contact. It is doubtful if MacLean ever had an enemy as he wasn't that sort, for while he insisted upon being treated right, he often would concede advantages to his opponents for the sake of harmony. Hugh MacLean was one of the fairest, squarest and best liked men that ever circled a track.

Motorcycle Races at Lowell Carnival.

Although announcement has been made of a promising series of six events to be held at Lowell, Mass., on Friday of next week, 10th inst., no official statement as to the exact number of entries received, or as to further details of the arrangements has been given out. It has been learned that among those who will compete on the 10 miles course will be Stanley Kellogg, Fred Huyck, A. G. Chapple, Walter Goerke, Edward Lingenfelder, John F. McLaughlin, Frederick Voelker, Charles Balke, Raymond Seymour and Jacob Derosier. In the so-called "lap" races 10.6 miles is termed a lap. The program will be as follows: Mile trials for Speed King trophy, flying start; two laps for private owners with machines of less than 55 cubic inches piston displacement; one lap free-for-all; two laps professional; two laps for machines having engines of 30½ cubic inches piston displacement or less; ten laps free-for-all for Lowell Automobile Club trophy.

Cycles in Demand at Summer Capitol.

Since Beverly, Mass., became the "summer capitol" of the nation, through its selection by President Taft for his vacation outing, its floating population has increased way above the normal, due to the visits of government officials, politicians and newspaper men. As the president's villa is located some distance outside the town, the matter of transportation naturally became of great moment to those whose business took them to the executive grounds. While automobiles are provided to transport high dignitaries, newspaper men did not enjoy this privilege, and had to seek some other form of conveyance. Naturally, bicycles were chosen, as is always the case, when an emergency arises which requires rapid and economical traveling. So great was the demand, says J. F. Kilham, the Beverly dealer, that all the available second-hand machines soon were snapped up, and the call is still unsatisfied.

COMING EVENTS

September 4, 5 and 6, New York City—Harlem Motorcycle Club's annual fall run to Atlantic City and return; open.

September 6, Rahway, N. J.—Pierce Cycle Club's sixth annual 25 miles Rahway Furniture handicap road race; open.

September 6, La Salle, Ill.—Illinois Valley Motorcycle Club's first annual race meet at fair grounds track; open.

September 6, Vincennes, Ind.—Bicycle and motorcycle races at fair grounds track; open.

September 6, San Jose, Cal.—Bicycle races and games; open.

September 6, Wildwood, N. J.—North Wildwood Automobile Club's motorcycle races on speedway; open.

September 10, Lowell, Mass.—Motorcycle road races in connection with the Lowell automobile carnival; open.

September 11, Elizabeth City, N. C.—Elizabeth City Motorcycle Club's race meet; open.

September 12, New York City—Century Road Club of America's pleasure trip to Rye Beach and return; open.

September 12, Valley Stream, N. Y.—Long Island Division, Century Road Club Association's 20 miles handicap road race; open.

September 13, Topeka, Kan.—Topeka Bicycle and Motorcycle Dealers Association's race meet at fair grounds track; open.

September 19, Valley Stream, N. Y.—New York State Division, Century Road Club of America's annual 100 miles road race; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of \$1 per inch.]

FORGET YOUR TROUBLES FOR ONE DAY

by joining the happiest lot of pleasure-loving cyclists awheel in their 50 miles Pleasure Trip to Rye Beach, N. Y. Starting from Columbus Circle, New York City, at 10 o'clock on the morning of

SUNDAY, SEPTEMBER 12TH,

Without question it will be the greatest outing of cyclists ever held in the metropolitan district. Just a few of the features are a 3 miles handicap road race, open to all, with 4 prizes; a coasting contest and one-eighth mile slow race, three prizes in each, and no entry fee charged; a one-half mile race for ladies, for gold medal.

SPECIAL LADIES' DIVISION—FREE SOUVENIR PINS

Entry blanks may be secured from George Hausenbauer, Chairman Century Road Club of America's Rye Beach Pleasure Trip Committee, 940 Atlantic Avenue, Brooklyn.

RIVALRY CLOSE AT OLYMPIC PARK

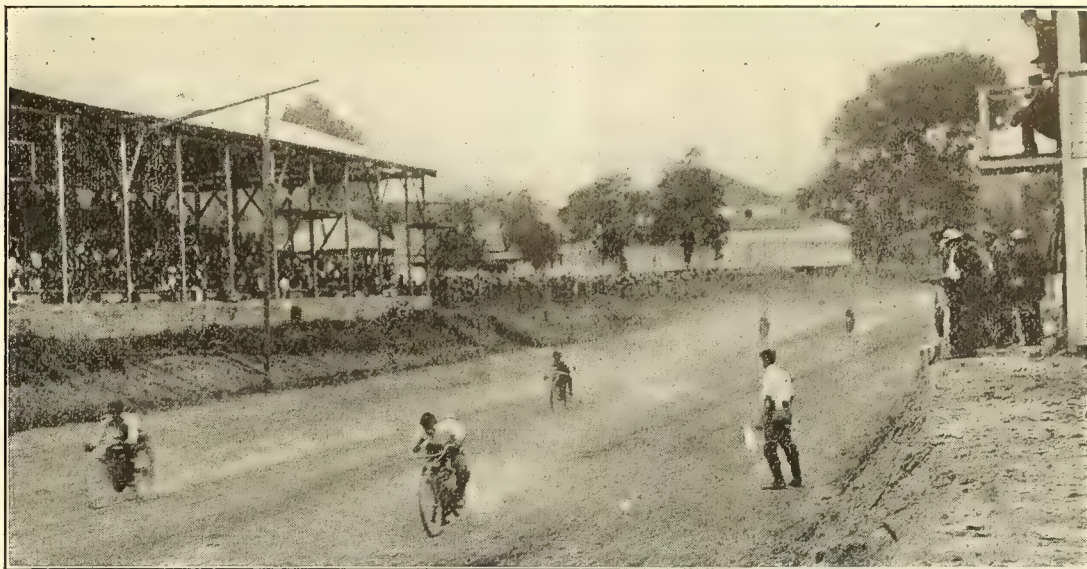
Goerke and O'Brien Nip and Tuck in Honors Won—Drummond Proves Himself a Rider of Promise.

Although Walter Goerke, of Brooklyn, won every event except one in which he started at the first open race meet promoted by the New Jersey Motorcycle Club at the Olympic Park half mile track at Newark, N. J., Saturday afternoon last 28th ult., Howard O'Brien, the club's crack rider, gave the visitor a close tussle in the open events. Upon a point basis of three, two and one points for firsts, seconds and thirds, respectively, O'Brien easily was the star performer of the day, scoring 20 points. Goerke's five firsts netted him 15 points. The program was a long one, including 12 events, and of this number Goerke walked away with five first prizes, O'Brien took

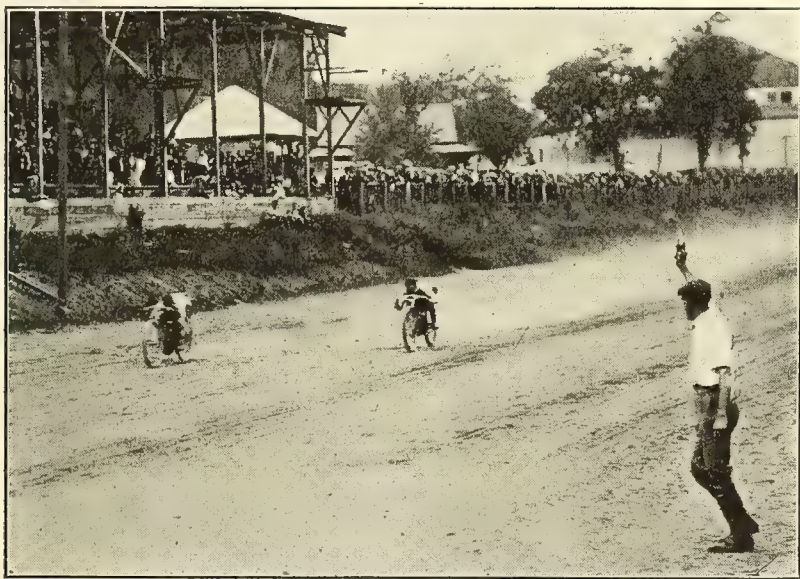
work and the close finishes and frequent brushes kept the crowd in an uproar throughout the afternoon. Goerke rode well, as was to be expected, but the meet

speed gear, made a creditable performance. Riechey won one event and finished second in two other races.

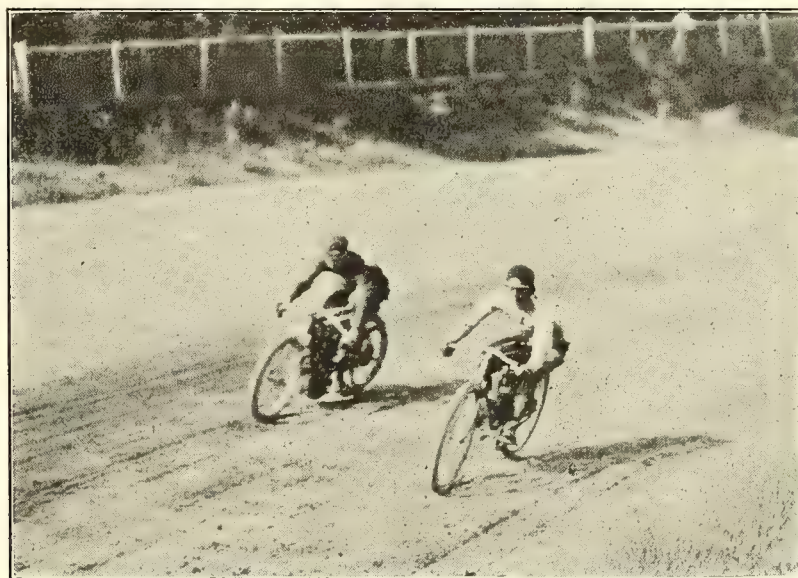
The real fighting was between Goerke



FINISH OF FIRST LAP IN FIVE MILES MISS AND OUT RACE



GOERKE WINNING THE 3 MILES OPEN



GOERKE PASSING O'BRIEN IN MISS AND OUT

three and Percy Drummond two events. The remaining two prizes were captured by George Riechey and Arthur C. Brown.

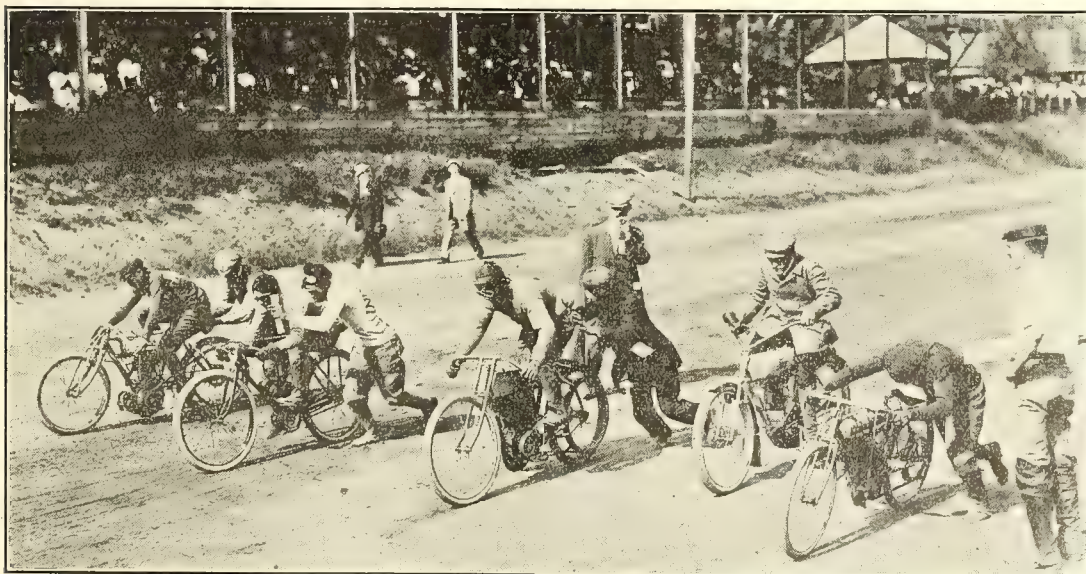
Although the track is only a half mile affair, it was in good condition for fast

showed that O'Brien and Drummond are two riders who will have to be reckoned with in the future. Another rider who showed well was George Riechey who, with his stock Yale, fitted with an N. S. U. two-

and O'Brien, and in one event the local crack outrode the visitor from far-off Brooklyn. Both started from scratch in the 5 miles handicap for machines not exceeding 30½ cubic inches, and although neither won, O'Brien scored a third, while Goerke was unplaced. This was the only race in which Goerke started that he did not win.

Two of the championships went to O'Brien. The two miles for the Essex county title and the five miles for the club championship, both of which were for machines within the 30½ cubic inches category, both netted him victories, while he also triumphed in a 15 miles event restricted to club members.

One of the best events of the afternoon was the two miles match between O'Brien and Drummond, the requirements being that they ride strictly stock machines. Although O'Brien had the pole at the start Drummond got his engine working quicker and swung in on the pole. From a lead of 50 yards at the mile he widened the gap to 75 yards at the tape. Drummond also won the 5 miles club championship for ma-



START OF THE 3 MILES OPEN RACE

chines of 48 cubic inches and under, in which O'Brien did not compete, as Drummond objected to his using a special racing machine.

The three five miles races which closed the program provided the most thrilling sport of the day. Two were handicaps and the other a scratch race and in the first handicap for machines not greater than 30½ cubic inches displacement, George Riechey won a clever victory in a half wheel finish ahead of Carl Bush. The race between these two men was exciting. Riechey had more skill on the turns, and by hugging the pole line closely he was able to pull away from Bush on the turns. In the stretches, however, Bush always gained, a proceeding which kept the spectators in suspense until Riechey crossed the line a winner. O'Brien came in a good third, but Goerke never got within striking distance.

Goerke then took the next two races and his riding in each event was worth looking at. In the handicap he skirted the field and overhauled O'Brien at four miles. His victory in the scratch race was only by the margin of a length.

There were a couple of spills in which the riders were thrown heavily, but fortunately escaped with scratches and bruises. The first happened to Al. H. Bartsch, of the N. S. U. company, in the two miles Essex county championship. He was leading when Watson Kluczek attempted to pass him on the back stretch. Kluczek turned in too soon and cut Bartsch down. He was skinned painfully. Kluczek finished third, but was disqualified and suspended for the remainder of the afternoon by Referee David Dessau, of New York City. The other mishap occurred to George Hamilton when his rear wheel tightened in the last race, the 5 miles scratch. He was thrown on the east turn and was unconscious for a time. A wrenched shoulder was the total of his injury. The summaries:

Fifteen miles scratch, club members only—Won by Howard O'Brien, 5 Indian; second, George Hamilton, 5 Indian; third, Watson J. Kluczek, 4 Harley-Davidson. Time, 21:46.

Three miles scratch, 30½ cubic inches—Won by Walter Goerke, 4 Indian; second, Al H. Bartsch, 3½ N. S. U.; third, Watson J. Kluczek, 4 Harley-Davidson. Time, 4:13½.

Two miles Essex county championship, 30½ cubic inches—Won by Howard O'Brien, 4 Indian; second, George Riechey, 3½ Yale; third, Watson J. Kluczek, 4 Harley-Davidson. Time, 3:12.

One mile novice, 41 cubic inches—Won by Arthur C. Brown, 5 Indian; second, George Hamilton, 5 Indian; third, John E. Bender, 5 Indian. Time, 1:27½.

Five miles club championship, 30½ cubic inches—Won by Howard O'Brien, 4 Indian; second, George Riechey, 3½ Yale; third, Carl Bush, 3 Excelsior. Time, 8:01½.

One mile time trials, 41 cubic inches—Won by Walter Goerke, 5 Indian; second,

Howard O'Brien, 5 Indian; third, John Bender, 5 Indian. Times, 1:19½, 1:22 and 1:23½.

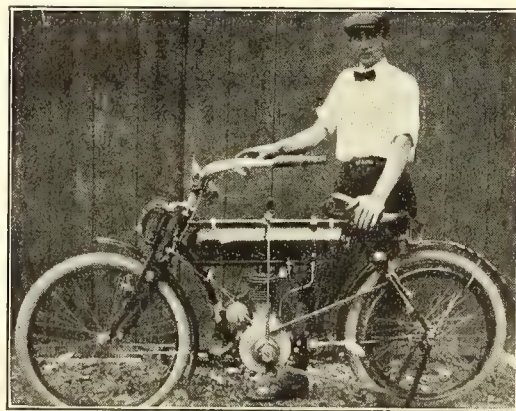
Two miles match—Won by Percy Drummond, 5 Indian; second, Howard O'Brien, 5 Indian. Time, 2:47.

Miss and out, 42 cubic inches—Won by Walter Goerke, 5 Indian; second, Howard O'Brien, 5 Indian; third, Percy Drummond, 5 Indian. Distance, 3 miles. Time, 4:07.

Five miles, club championship, 48 cubic inches—Won by Percy Drummond, 5 Indian; second, George Hamilton, 5 Indian; third, Karl Segelbach, 5 Indian. Time, 7:21½.

Five miles handicap, 30½ cubic inches—Won by George Riechey, 3½ Yale (1:22); second, Carl Bush, 4 Excelsior (1:22); third, Howard O'Brien, 4 Indian (0:23). Time, 6:50.

Five miles handicap, 41 cubic inches—



GEORGE RIECHEY

Won by Walter Goerke, 5 Indian (scratch); second, Howard O'Brien, 5 Indian (0:50); third, George Hamilton, 5 Indian (0:35). Time, 6:43.

Five miles scratch, 41 cubic inches—Won by Walter Goerke, 5 Indian; second, Howard O'Brien, 5 Indian; third, Percy Drummond, 5 Indian. Time, 7:49.

Finds a Mount and Loses His Own.

As a result of having lost his own bicycle temporarily, while reporting a stray machine to the police, Dr. Lightbourne, of Phoenix, Ariz., has resolved to refrain from any further efforts in that direction and to keep a sharp eye on his own mount in the future. Recently a report was sent to police headquarters that a blue machine without an owner, apparently was lying in the street in a certain section of the town and an officer was sent to get it. The doctor also happened to be in the vicinity and seeing the ownerless wheel left his own machine against a tree and went to a telephone to report it to the police. While he was absent two officers answered the first call and seeing two machines instead of one, which they had expected to find, took them both to the station. When the physician returned and found his wheel missing, he was much incensed over the ungratefulness which his good intentions had earned him and reported to the police that his machine had been stolen. He was taken to the

storeroom where the missing wheels were kept, and identified his property. When the circumstances were explained to him he agreed to make no complaint against the officers.

Missing Link Connects with a Theft.

Through having in his possession the missing link to a set of cuff buttons, the mate to which has been in the hands of the Holyoke (Mass.) police, since it was found at the scene of a burglary there some time ago, Thomas French will have to answer to the charge when the Hartford (Conn.) authorities have finished with him for stealing two bicycles. French was arrested in Hartford on the 21st inst., on suspicion, while trying to dispose of a second hand bicycle which later was found to have been stolen from H. F. Waterman, of 100 Homestead avenue. Some time ago the Hartford police were informed that a burglary was committed in Holyoke, and there was found on the premises a peculiar looking cuff button which was supposed to have belonged to one of the robbers. When French was searched at the police station the mate to the link was found on his person. Further investigation disclosed that French had sold another bicycle to a local dealer which also was found to have been stolen from Wesley Morse, of 365 Main street.

Cyclist Makes Impromptu High Dive.

Witnesses who saw George Kirtland, a potter, employed at the National Pottery Co.'s works, Evansville, Ind., while riding his bicycle over the new parapet of the St. Joseph avenue bridge last week, ride off the edge, and expected to find him seriously injured when they reached him, were surprised to see him sitting upright in the saddle, and none the worse after his 15 foot fall. Kirtland met a wagon at the entrance of the bridge, and tried to pass between it and the edge of the parapet when he was forced off. He picked himself up and, carrying his wheel up to the street, mounted and rode away, muttering uncomplimentary things about unprotected parapets, and wagon drivers who usurp all of the roadway.

Half Mile Race for the Ladies.

So much interest has been manifested by the women riders of New York City in the 50 miles pleasure trip of the Century Road Club of America to Rye Beach and return on Sunday, September 12, that the committee in charge of the run has added a new feature which will be solely for members of the fair sex. Secretary Herman Geiler has announced that the addition to the program will be a half mile race for ladies, the prize being a gold medal. Ladies are also eligible to compete in the coasting contest and the one-eighth mile slow race, but of course, will not be permitted to participate in the three miles handicap road race, which is open to registered amateurs only.

KRAMER'S HEADY RIDING WINS

Sunday's Championship Race Places Him Ahead of Clarke—Lawrence Sustains His Prowess in Pursuit.

By winning the one-half mile professional championship race at the Newark (N. J.) Velodrome on Sunday afternoon last, 29th ult., Frank L. Kramer assumed the lead in the see-saw battle for the championship that is being waged between himself and A. J. Clarke. By not using good judgment Clarke was shut out in one of the semi-final heats. The five points gained by Kramer placed him in the lead with a total of 22 points as against 21 points for Clarke. At the present time it is either Kramer's or Clarke's championship, and the small margin of the shifting advantage serves to make the final stages of the struggle all the more interesting.

It goes without saying that the championship race last Sunday was the magnet that drew 6,000 people to Newark's famous saucer. Before the race Clarke led Kramer by four points.

In view of the fact that Clarke was shut out in the semi-final heat the race lost some of its interest. Clarke was guilty of using poor judgment, and was a victim of a clever trick by Fenn. It took place in the homestretch of the last lap. Root, Anderson, Clarke and Fenn were in the heat, and that was the order for the first two laps. Clarke figured that Anderson was the man to follow and persisted in remaining glued to the Dane's rear wheel. Coming to the bell lap Fenn moved up on the outside and effectually pocketed Clarke. The little Australian fell back and attempted to go around the field. This he found impossible to do. Anderson made his sprint in the homestretch and beat Root, thereby demonstrating that had Clarke held his wheel he might have qualified. Fenn did not exert himself in the homestretch and did not qualify.

Kramer rode heady races in both his semi-final heat and the final. With Clarke out of the final he had nothing to fear from Root, Anderson and Fogler. Anderson attempted to give him a fight but did not have the speed, while Fogler was wise enough to remain in the sheltering position back of Kramer's wheel and coast in second. Root was given third place, although some thought Anderson was entitled to it.

Clarke redeemed himself to a degree in the two miles handicap, which he won from scratch. He and Kramer were on scratch and they closed the gap at one mile. It appeared that Kramer was anxious to win the handicap, and doubtless he was, but a lap and one-half to go little Clarke unwound a sprint that carried him around Kramer and the remainder of the field. His method of going "all in" in one spurt almost cost him the victory for Fred West made a strong finish, closed the gap and was beaten

by only one length, Clarke wobbling across the line. Fogler made a good finish for third money, while Hill got fourth and Mitten fifth. Kramer was unplaced. The time was fast, too, Clarke covering the distance in 3:55½.

Fenn was among the number who received invitations to ride in the two miles race of that designation and the way he toyed with the field was a shame. The management might as well have called Fenn to the box office and presented him with first money instead of making him ride. Fenn carried the field the last two laps and won by a length from Floyd Krebs and John Bedell. The latter two made a scorching finish, one so close, in fact, that the judges had to spend considerable time in arriving at a decision. Krebs was favored. Menus Bedell was fourth and West fifth.

Continuing his excellent record of not having lost a single unlimited pursuit race this season, Percy Lawrence again scored a victory over the pluggers in the amateur event. When it came down to the last two men in the struggle it was Lawrence against Jokus, the latter having an advantage of nearly a lap. Despite this handicap Lawrence worked up steam until he had Jokus puffing like a winded race horse and the gap gradually closed. At the finish Lawrence unwound a sprint that would have landed a victory in a half mile race. The distance was 5 miles 4¾ laps, practically 6 miles, the longest amateur pursuit race of the season.

Jacob Magin got back in the ring and he was the only scratch man to qualify for the final heat of the one mile handicap, but the going was so fast that he was unplaced. Maurice Vanden Dries won. The summaries:

One mile novice—Won by Eugene Battaille, Maplewood; second, J. Robertson, New York City. Time, 3:20.

One-half mile national championship, professional—Won by Frank L. Kramer, East Orange, N. J.; second, Joe Fogler, Brooklyn; third, E. F. Root, Melrose, Mass.; fourth, N. M. Anderson, Denmark. Time, 1:28.

One mile handicap, amateur—Won by Maurice Vanden Dries, New York City (40); second, Chester A. Smith, Baldwins, N. Y. (130); third, William Pettit, Rockville Center, N. Y. (115). Time, 2:03.

Two miles invitation, professional—Won by W. S. Fenn, Bristol, Conn.; second, Floyd Krebs, Newark; third, John Bedell, Newark; fourth, Menus Bedell, Newark; fifth, F. G. West, San Francisco. Time, 4:28.

Unlimited pursuit, amateur—Won by Percy O. Lawrence, Roy W.; second, Ernest Jokus, National T. V. W.; third, Jacob Magin, National T. V. W. Distance, 5 miles 5¾ laps. Time, 13:49½.

Two miles handicap, professional—Won by A. J. Clarke, Australia (scratch); second, Fred G. West, San Francisco (150); third, Joe Fogler, Brooklyn (30); fourth, Fred Hill, Boston (175); fifth W. L. Mitten, Davenport, Ia. (200). Time, 3:55½.

CLARKE RECOVERS LOST GROUND

Has Battle Royal with Kramer and Again Leads for Championship—Lawrence Defeats Passenger in Match.

A. J. "Rocket" Clarke on Wednesday night last, at the Newark (N. J.) Velodrome, found a way to defeat Frank Kramer, and the manner in which he did it put the biggest feather in the little Australian's cap since he arrived here from Europe at the beginning of the season. Clarke defeated Kramer in the one mile professional championship from behind and the Jerseyman's defeat was accomplished clearly and signally. There was not a chance for an excuse that the victory was not won fairly. The result of the race is that Clarke once more leads his great rival in the championship table, having 26 points to Kramer's 25.

The one mile championship race was the greatest event that it has been the privilege of the Newark "fans" to witness this season. The trial and semi-final heats were not slow and Kramer and Clarke had work cut out for them to win the preliminaries. In Kramer's semi-final heat Joe Fogler and Menus Bedell had him third half way down the homestretch, when Bedell attempted to wriggle through on the pole. He wobbled into Fogler, carrying the latter down, and thereby giving Kramer a clear field. Had this not happened Kramer might have found trouble to qualify. Clarke did not have anything to spare over John Bedell and Root in his semi-final, all being bunched at the tape.

The order of lineup in the final heat was Clarke, Kramer, John Bedell and Fred Hill. The start was marked by considerable jockeying between Clarke and Kramer. Neither would go out until finally Kramer, fearing that Hill and Bedell might make a runaway race began the going, which was exactly what Clarke maneuvered for. In the second lap John Bedell sprinted and Kramer was obliged to go after him. After that he tried to dislodge Clarke from his rear wheel by a sudden swoop down the track, but the Australian refused to be out-jockeyed. Hill led at the bell, with Kramer second, Clarke third and Bedell last. The pace increased and on the first turn Kramer went out. As Clarke did not attempt to ride around him Kramer was puzzled. Clarke waited his time until the homestretch. Kramer saw him coming and gave him a little switch, but Clarke was far enough away to escape getting put out of his stride. The little Australian had all his strength in reserve and began one of his marvellous rocket flights. Once even with Kramer the greatest battle imaginable was witnessed. Kramer fought for all he was worth, but Clarke flew like the wind and 20 yards from the tape he began to pull away from his rival. Kramer could

not gain and as the tape was reached Clarke still was drawing away. The ovation that followed the finish was the noisiest heard in Newark this season. After the first spellbound moment the spectators rose from their seats and proclaimed the mighty Clarke. He fully deserved all the cheers he received.

Not only did he win the championship but Clarke demonstrated that he is a plugger of rare ability by winning the unlimited pursuit. Kramer started but made no effort to qualify in his heat. Starting behind Clarke in the final heat Fenn was regarded as a winner but to the surprise of all Clarke drew away from the Bristol crack and was about to overhaul him when Fenn's tire punctured. Menus Bedell won the three miles professional invitation after a pretty sprint in which he defeated Floyd Krebs.

In the amateur races Percy Lawrence disposed of Joe Passenger in two straight heats of their match and Magin won the open race. By working together Victor Anderson, of New York, and Andrew Anderson, of Chicago, both long markers, won first and second in the handicap. The summaries:

One-third mile scratch, amateur—Won by Jacob Magin, N. T. V. W.; second, Maurice Vanden Dries, New York; third, Ernest Jokus, N. T. V. W. Time, 0:42.

One-half mile match between Percy Lawrence, Roy W., and Joseph Passenger, Newark—First heat won by Lawrence; time, 3:29½. Second heat and match won by Lawrence. Time, 1:33½.

One mile national championship, professional—Won by A. J. Clarke, Melbourne, Australia; second, Frank L. Kramer, East Orange, N. J.; third, John Bedell, Newark; fourth, Fred Hill, Boston.

Three miles invitation, professional—Won by Menus Bedell, Newark; second, Floyd Krebs, Newark; third, Fred G. West, San Francisco; fourth, W. L. Mitten, Davenport, Iowa; fifth, Charles H. Stein, Brooklyn. Time, 7:28½.

Three miles handicap, amateur—Won by Victor Anderson, New York (250); second, Andrew Anderson, Chicago (270); third, Percy Lawrence, Roy W. (scratch); fourth, Jacob Magin, N. T. V. W. (20). Time, 6:38½.

Unlimited pursuit race, professional—Won by A. J. Clarke, Melbourne, Australia; second, W. S. Fenn, Bristol, Conn.; third, John Bedell, Newark; fourth, Fred Hill, Boston; fifth, Edward Rupprecht, Newark. Time, 7:12.

William Ferrier Dies of Appendicitis.

William Ferrier, a New York amateur bicycle rider, died at the Long Branch (N. J.) Memorial hospital on Wednesday of this week, following an operation for appendicitis. Although he began riding only last year, Ferrier had given a good account of himself and gave promise of becoming a good rider. He was a member of Company C, 71st regiment.

WORLD'S CHAMPIONSHIPS DECIDED

Dupre and Parent Capture the Professional Titles—Meredith and Bailey Wear the Amateurs' Laurels.

Victor Dupre and Georges Parent, of France, are the professional bicycle champions and Leon Meredith and W. Bailey, both of England, are the amateur bicycle champions of the world, these warriors having evolved from the annual world's championship meeting which came to a close in Copenhagen, Denmark, August 23. Parent won the 100 kilometers paced championship at the first day's meeting, held on August 15th, as described in last week's *Bicycling World*. The second day's meeting on August 19th, gave Meredith the amateur paced championship and Bailey the sprint championship, while the professional sprint championship was the big event of the last day. Dupre triumphed over Poulain and Rutt, "Major" Taylor, the only American representative, having been shut out in the semi-final heat.

Only four riders presented themselves for the 100 kilometers amateur paced championship on August 19th, they being Leon Meredith (England), Cuzin (France), Patou (Belgium), and Bygeveldt (Holland). Having the excellent services of Hoffman as pace maker Meredith took the lead at the start, with Patou second and Cuzin third. Meredith was never in danger from the start until the finish, although at the 85th kilometer he lost two laps through the breaking of a chain. His margin was so great, however, that it did not make any difference. The Englishman finished in 1 hour 39 minutes 8¼ seconds, making his fifth successive victory in this title race. Cuzin was 18 laps behind at the finish, and Patou almost twice as far back.

By winning their respective semi-final heats, the trial heats having been disposed of the first day, Schilles (France), Bailey (England) and Neumer (Germany) lined up for the final heat of the one kilometer world's amateur sprint championship. At the pistol Bailey went off slowly into the lead, and then Neumer took up the running. At the bell lap Bailey was unwinding fast and he covered the last lap so fast that the Frenchman did not have an opportunity to jump. Neumer finished a wheel behind, and Schilles last.

The preliminary heats of the world's professional sprint championship, also at one kilometer, were run on July 19th, Poulain (France), Rutt (Germany), Dupre (France), Otto Meyer (Germany), Vanden Born (Belgium), Henry Mayer (Germany), Verri (Italy), and Taylor (America), qualifying. Messori (Italy) qualified for the final heat by winning the repechage heat for unplaced men in the trial heats.

Rain on the following Sunday, 22d ult., caused the semi-final heats and the final to

go over until Monday. Poulain, Mayer and Messori contested the first semi-final and the French rider won by a quarter of a wheel over Mayer. Rutt defeated Major Taylor by a half wheel in the second semi-final, Verri being a bad third. The fight between the German and the American negro was one of the most thrilling contests of the meet. In the third heat Dupre defeated Vanden Born by a half length, Meyer being third.

In the final heat Rutt went to the front at the bell, gradually unwinding. At the beginning of the last turn Dupre passed, followed by Poulain. Rutt immediately jumped and the three men entered the homestretch neck and neck. Never was a world's championship final fought so bitterly. It was a superb struggle in which speed alone counted and Dupre, once his big gear unwound, slowly crept up, passed Poulain and reached the tape six inches in front of Poulain, Rutt being a scant wheel behind. After winning Dupre was presented with an immense floral piece and executed two "tours de honneur."

Dupre's victory in the sprint championship and Parent's winning of the paced championship together with French riders as the runners up in each race, gave France a heavy score in the competition for the l'Ecu du Denmark and the Saltonstall trophy, the two trophies that are to go to the country having won them the most times between this year and 1913, according to a decision at the last Congress of the Union Cycliste Internationale. France scored 13 points in the meeting just concluded, with England in second place with 6 points. Germany scored 3 points, and Belgium and America 1 point each. The one point scored for America was made by Nat Butler when he finished third in the paced championship.

Connersville Cyclists Pestered by Tacks.

Eleven bicycle riders of Connersville, Ind., who have had their tires ruined by carpet tacks, are very anxious to learn the identity of the miscreant who sowed them on the north walk of the big hill. While the riders have no legal right to use the walk, long standing custom has countenanced the practice, and the under-handed methods which have been resorted to to drive them off has aroused much indignation. There is talk among the local riders of building a path along the south side of the hill, exclusively for their own use.

Aurora in Arms Against Noise Makers.

Motorcyclists in Aurora, Ill., have incurred the ire of the residents as a result of the practice of whizzing past St. Catherine's Hospital with open mufflers and disturbing the patients. Several complaints have been made to the police by persons who have narrowly escaped being run down by riders who were making the local speed ordinances look anaemic, and the police have instituted a campaign against speeding and open mufflers.

WINS FIRST UNPACED ROAD RACE

**Hausenbauer the Victor in Empire City's
Fifteen Miles Contest—Becht Secures
Fourth Place and Time Prize.**

That unpaced road racing, where each competitor must ride solely upon his own ability, and where it is not possible for him to be assisted in any manner by other competitors, is destined to become popular in America, was demonstrated last Sunday, 29th ult., at Valley Stream, N. Y., when the first American unpaced road race at 15 miles was held by the Empire City Wheelmen, of Brooklyn. The success of the event even exceeded the anticipations of the promoters.

Andrew Hausenbauer, whose ability hitherto was unknown, won the race in 42 minutes. His actual riding time was 45 minutes 30 seconds, but he was allotted a handicap of 3½ minutes. First time prize fell to John Becht, of the promoting organization, whose time was 43:29½. Becht also finished fourth.

Because of unfavorable weather early in the morning, which undoubtedly diminished the attendance as well as prevented some of the riders entered from showing up, the race was late in starting from Valley Stream. Finally everything was in readiness and more than 70 riders started, the course being from West's Hotel, Valley Stream, over the Merrick road 7½ miles east, and return. The riders were started at intervals of 30 seconds.

In order to make it fair for all contestants the fastest riders were started first.

as the rules provided that a competitor must immediately pass after overhauling another competitor. If he could not pass he must ride on the other side of the road in order to not receive any benefit of pace from another competitor. Secret umpires were stationed at every mile so that the riders were watched from the time they started until they finished. Happily there



ANDREW HAUSENBAUER

was not a transgression nor were there any protests after the race finished.

Although it was not exciting from the standpoint of a spectator, the race was in-

teresting because the result was not known until after the committee had spent some time in figuring out the times and deducting handicaps.

Hausenbauer's victory was the big surprise of the race, especially in view of the fact that he fell from his bicycle while making the turn and lost several minutes. On the way out he overhauled 10 riders and from Freeport in to Valley Stream Hausenbauer overhauled and passed five more riders. Although only 16 years old and of slight build, measuring 5 feet 6 inches, and weighing 125 pounds, Hausenbauer rode a bicycle geared to 104 inches. In addition to this young Hausenbauer only learned to ride this year and before last Sunday had never competed in an open race, and in only one closed club affair.

Another big surprise was the showing made by the scratch men, or more properly, the showing they did not make. The honor markers were Carl Ericson, Franklin Fisher and Stanley Carmen, of the Empire City Wheelmen; J. B. Hawkins, of the Century Road Club Association, and Walter Raleigh, of the Acorn A. A., the last named being a former Irvington-Millburn winner. Raleigh finished in 24th position, Hawkins 26th, Fisher 33d, and Ericson 34th. No one expected Becht, who had an allowance of 30 seconds, to completely outride such acknowledged cracks.

Still another surprise was the showing made by Henry J. Murphy, of the Empire City Wheelmen and William Alworth, of Dobbs Ferry, N. Y. Murphy never had given any promise of being a rider and before last June Alworth had not competed in any races. Yet these two riders finished second and third, their respective times being 42:15½ and 42:51.

Pos.	Name and Club.	Actual		
		Riding Time.	Handi- cap.	Elapsed. Time.
1	Andrew Hausenbauer, C. R. C. of A....	45:30	3:30	42:00
2	Henry J. Murphy, E. C. W.....	45:15½	3:00	42:15½
3	Wm. Alworth, Dobbs Ferry	44:51	2:00	42:51
4	John Becht, E. C. W.....	43:29½	0:30	42:59½
5	Jesse R. Pike, C. R. C. of A.....	45:02½	1:45	43:17½
6	W. A. Rhodes, E. C. W.....	46:51½	3:30	43:21½
7	Louis Sanders, E. C. W.....	45:40½	2:00	43:40½
8	Daniel W. Gordon	46:42	3:00	43:42
9	Thomas La Rossa, C. R. C. of A.....	46:13½	2:30	43:43½
10	Joe Noe, C. R. C. of A.....	44:16½	0:30	43:46½
11	H. F. Missimer, E. C. W.....	44:52½	1:00	43:52½
12	Victor Anderson, C. R. C. A.....	45:31½	1:30	44:01½
13	P. Demans, E. C. W.....	44:49½	0:30	44:19½
14	Floyd W. Bedell	44:54	0:30	44:24
15	Thomas J. Murphy, E. C. W.....	47:10½	2:45	44:25½
16	Ben Lefkowitz	47:32½	3:00	44:32½
17	Frank Becht, E. C. W.....	47:22½	2:45	44:37½
18	Peter Smith, C. R. C. of A.....	47:36	2:45	44:51
19	Henry Surman, Elizabeth	45:52½	1:00	44:52½
20	Wilson Gosline, E. C. W.....	47:41	2:45	44:56
21	R. A. McAvoy, Canarsie W.....	45:28½	0:30	44:58½
22	Peter Sorensen, E. C. W.....	46:00	1:00	45:00
23	John A. Stofko, E. C. W.....	46:52½	1:45	45:07½
24	W. Raleigh, Acorn A. A.....	45:08½	sch.	45:08½
25	George Henry, Tiger Wheelmen.....	47:23½	2:00	45:23½
26	J. B. Hawkins, C. R. C. A.....	45:27½	sch.	45:27½
27	M. Barnett, E. C. W.....	49:28½	4:00	45:28½
28	Paul C. Heidrich, Dobbs Ferry ..	45:59	0:30	45:29
29	Wm. Miller	49:30	4:00	45:30
30	George Adams, Plainfield C. C.....	46:31½	1:00	45:31½
31	F. Mehrman, E. C. W.....	47:31½	2:00	45:31½
32	Arthur E. Rhodes, E. C. W.....	46:33½	1:00	45:33½

Pos.	Name and Club.	Actual		
		Riding Time.	Handi- cap.	Elapsed. Time.
33	Franklin Fisher, E. C. W.....	45:40	sch.	45:40
34	Carl Ericson, E. C. W.....	45:40½	sch.	45:40½
35	Henry Blanda, New Harlem W.....	49:45	4:00	45:45
36	E. Dagostino, Akron W.....	48:39½	2:30	46:09½
37	E. Kern, Canarsie W.....	48:41	2:30	46:11
38	Harry E. Giffin, E. C. W.....	49:53½	3:30	46:23½
39	John Tesoriers,	48:57	2:30	46:27
40	Herman Lind, E. C. W.....	48:11½	1:30	46:41½
41	F. W. Bennett	49:42½	3:00	46:42½
42	John Caco	49:34½	2:45	46:49½
43	John Esposito, E. C. W.....	49:51	2:45	47:06
44	Joseph Orlando, E. C. W.....	47:42	0:30	47:12
45	George Bowker	50:48½	3:30	47:18½
46	Henry C. Sommet, C. R. C. of A.....	49:50½	2:30	47:20½
47	Max Hoffman	50:50½	2:30	48:20½
48	Thomas enneddy, C. R. C. A	50:21½	1:45	48:36½
49	W. Gethoff	50:43½	1:45	48:58½
50	Lewis Tromantani, New Harlem W....	52:37	3:00	49:37
51	Robt. W. Jacobi, Plainfield C. C.....	53:08½	2:30	50:38½
52	Chris Meyer, Evergreen	54:41½	3:30	51:41½
53	P. Distott	54:23½	2:30	51:53½
54	James S. Murray, E. C. W.....	55:57½	4:00	51:57½
55	A. G. Armstrong	59:30½	4:30	55:00½
56	John McGuinn	59:35	4:30	55:05
57	Stanley Carmen, E. C. W.....	1:00:02½	sch.	1:00:02½

Time Prize Winners

1	John Becht, E. C. W.....	43:29½
2	Joe Noe, C. R. C. of A.....	44:16½
3	P. Demans, E. C. W.....	44:49½
4	William Alworth, Jr., Dobbs Ferry	44:51
5	H. F. Missimer, E. C. W.....	44:52½

NIXON TAKES A LION'S SHARE

Dayton Lad Wins Six Events at Motorcycle Meet in That City—Meet Develops Also a 13-Year-Old Prodigy.

Although a mere lad, Harry Nixon, riding a Thor motorcycle, demonstrated that he is a crack rider by winning six of the seven events in which he started at the race meet held at the Dayton (Ohio) fair grounds track Saturday last, 29th ult. The only event that Nixon lost was a ten miles race stated to carry with it the title of "state champion." Nixon led all the way until nine miles had been covered when battery trouble compelled him to drop out, and giving an easy victory to Harry Gross, who also rode a Thor.

Altogether there were 11 events on the program and the sport was all that could have been desired. The only possible criticism was that the program was long. The meet was promoted through the joint efforts of the motorcycle and bicycle dealers of Dayton.

The most spectacular event on the program was the last race, an unlimited pursuit. After a few miles had been covered there remained only Nixon and Erwin G. Baker, the Indianapolis rider, who won the ten miles national championship at Indianapolis a few weeks ago. Nixon did not care whether Baker was a champion or not, but resolutely set to work to overhaul the visitor. With the crowd yelling like wild Indians Nixon finished the race at 10 miles, covering the distance in 13:44½, a creditable performance for a half mile track.

The seventh event, a three miles event for Miamisburg and Middletown riders brought out a 13 years old prodigy in A. Harvey, of the latter city. Although he finished third Harvey outrode several more experienced riders. It was stated that he only learned to ride a motorcycle a month ago.

An interesting race was that between Nixon and "Boss" Mitchell, a negro bicycle rider who enjoys quite a local reputation. The conditions of the race provided that Nixon cover two miles while Mitchell rode one. The race was exciting and was decided only at the tape, when Nixon nipped his man by the narrowest kind of a margin. In the mile open bicycle race Mitchell was defeated by Storm. E. Rudolph finished first, but was disqualified for cutting corners. The summaries:

Three miles, under 20 cubic inches—Won by Nixon, Thor; second, Howich, Indian. Time, 4:14½.

Special match between Nixon, Thor, and Mitchell, bicycle—Won by Nixon. Time for 2 miles, 2:52.

Three miles, under 30½ cubic inches—Won by Nixon, Thor; second, Gross, Thor; third, Baker, Indian. Time, 4:08½.

One mile bicycle—Won by Storm; second, Mitchell; third, Walker. Time, 2:38. E. Rudolph finished first, but was disqualified.

Five miles handicap, stock machines—Won by William Yomas, Excelsior (0:30); second, Harry Gross, Thor (0:05); third, J. Sink, Thor (scratch). Time, 6:59¾.

Two miles bicycle handicap—Won by E. Rudolph (30); second, O. A. Benham (scratch); third, Walker (80). Time, 5:30½.

Ten miles for state championship—Won by Harry Gross, Thor; second, Ditzel, Harley-Davidson; third, V. A. Huebler, Erie. Time, 13:34¾.

Three miles for Dayton riders, stock machines—Won by Nixon, Thor; second, Howich, Indian; third, Rossiler, R-S. Time, 4:26.

Five miles for Indianapolis and Dayton riders—Won by Harry Nixon, Thor; second, E. G. Baker, Indian; third, J. Sink, Thor. Time, 6:64¾.

Three miles, for Miamisburg and Middletown riders—Won by A. Baker, Indian; second, V. A. Huebler, Erie; third, A. Harvey, Indian. Time, 4:35¾.

Unlimited pursuit—Won by Harry Nixon, Thor; second, E. G. Baker, Indian. Distance 10 miles. Time, 13:44¾.

Led to Theft by Desire to be a Motorist.

Lloyd Wiltse, 15 years old, of Rochester, N. Y., long has wanted a motorcycle, and was not particular how he got it, so when the opportunity offered he did not hesitate to rifle a trunk belonging to a woman roomer at his parents' home, abstract the \$300 which it contained, and indulge in his fancy. He first purchased a machine for \$60, traded it for another that he could not operate, and which he disposed of and invested \$140 in another. Then he let it be known that he was going to take a trip to Syracuse. When the money was missed several days after his departure, the owner informed the police, and they immediately instituted an investigation. They learned that young Wiltze had been speculating in his hobby and that he had \$1.35 when he left town. He was traced as far as Port Byron, where he was arrested, while toggled out in motor apparel and riding his latest acquisition. He admitted taking the money and was held for trial on a charge of grand larceny.

Goerke Wins Brighton Beach Race.

Ten riders started in the one hour motorcycle race, which opened the automobile meet at Brighton Beach, N. Y., on Friday last, 27th ult. Despite two punctures, Walter Goerke, of Brooklyn, on an Indian, won by three-quarters of a mile, covering 55¼ miles. A. G. Chapple was second with 54½ miles; W. M. Robinson made 51 circuits, and F. P. Baker was fourth with an even 50. They all rode Indians. Several of the riders were not ready when starter Wagner called time, and the leaders had completed the first lap when the last man got away.

GALVIN WINS BIG RACE AT REVERE

Collins Shows Better Speed, but Suffers from a Puncture—Amateur Pace Follower in a Thrilling Accident.

A punctured tire in the 21st mile lost Elmer L. Collins, of Lynn, Mass., the 25 miles motorpaced handicap race at the Revere Beach (Mass.) saucer track last Saturday night, 28th ult. J. Frank Galvin, of New Milford, Conn., won the race, covering the distance in 39 minutes 45½ seconds. The other contestant, Dennis Connolly, of Boston, quit in the 17th mile.

Galvin rode well throughout but he was no match for the speed shown by Collins. The latter had conceded the New Milford man a handicap of three laps—the track measures eight laps to the mile—and not only had he regained this concession but had a clear lead of five laps when his tire went wrong. Before he could transfer to another bicycle Galvin made up the distance and won out handily. Logan was to have ridden, but a sprained ankle received while training, compelled him to sit in a box and watch the other riders.

Fred Stillman, the amateur rider, is fortunate that he is alive to relate his experience as a pace follower. He was matched to ride a special race against Tom Connolly. As he was about to enter the second mile Stillman ran too closely upon the roller of Turville's motor and got a bad toss.

When Stillman landed on the track Connolly did his best to avoid striking him, but it was a human impossibility, and Stillman, the Connolly brothers, the big pacing machine and the bicycles were tangled together. The Connollys extricated themselves from the debris practically unharmed, but it was necessary for a surgeon to work over Stillman for several minutes before he regained consciousness. He had a bad gash over the left eye and a bruised arm and leg.

The ten miles scratch race for amateurs was a hard fought contest from gun to gun, the honors going to Tom Connolly, with H. Lamontagne second, A. Hayes third and Charles Helanger fourth. The summaries:

Twenty-five miles motor paced handicap, professional—Won by J. Frank Galvin, New Milford, Conn.; second, Elmer L. Collins, Lynn, Mass.; third, Dennis Connolly, Boston. Time, 39:45½.

Ten miles motor paced match, amateur, between Tom Connolly and Fred Stillman—Called off at second mile because of accident.

Ten miles scratch, amateur—Won by Tom Connolly; second, H. Lamontagne; third, A. Hayes; fourth, Charles Helander. Time, 24:30½. Half mile prize winners—Helander 4, Lamontagne 4, Panacy 3, Faren 2, Hayes 2, T. Connolly 2, C. Connolly 1, Connors 1.

BERNARD MAKES A CLEAN SWEEP

He Allows Big Handicaps at Galesburg and Captures Four Races—Trio of Winners in Other Events.

That he did not win the entire seven events on the program at the first motorcycle race meet held at Galesburg, Ill., Thursday, 26th ult., was not entirely the fault of Harvey Bernard, of Milwaukee. As stated seven events were run. Bernard and his Harley-Davidson motorcycle were entered in four of them, which he won. The remaining three events were taken by Stansbury, Boyer and Gabrielson, all of whom were mounted on Harley-Davidsons.

Not only did he practically clean up the track, but Bernard thrilled the Galesburg people by covering a mile in 1:02 $\frac{1}{4}$, the fastest time ever made on the Driving Park track, and which also is quite a noteworthy performance for a single cylinder machine.

The card opened with a five miles race for private owners, all the contestants being local riders. Boyer won handily in 6:57 $\frac{3}{4}$. Another event for private owners, at a distance of 10 miles was won by Gabrielson after some exciting racing that brought the large crowd to their feet. Swank and Gabrielson had a nip and tuck battle for the first four miles, when Swank slowed down. In the eighth and ninth miles Seacord looked a winner, but was forced to relinquish the advantage to Gabrielson in the homestretch.

Bernard made his first appearance in the five miles handicap. Boyer was allotted one-eighth mile and the remainder of the field one-quarter mile, but the gap did not feaze Bernard a little bit. He soon lessened the daylight between the field and himself with a wet sail in the fast time of 5:33. The 10 miles handicap was of a similar nature, except that the entire field was given a quarter mile on Bernard. He finished in 12:20. Boyer was the runner up in both races.

In the 15 miles handicap Bernard gave the field a mile, but even this was not sufficient, as he won the race by several laps from Gabrielson. In the 25 miles handicap the allowance to the other starters was increased to 2 $\frac{1}{2}$ miles, but the Milwaukeean won by five laps, Seacord, on an Excelsior, finishing second. The real feature of this race was the neck and neck struggle between Seacord and Swank. It lasted for 23 miles, when Swank ran out of gasoline.

In a ten miles match between Stansbury and Seacord, the latter had carburettor trouble and was not able to give his opponent as close a fight as otherwise might have been the case. The summaries:

Five miles scratch, private owners—Won by Boyer (Harley-Davidson); second, Swank (Harley-Davidson); third, Seacord (Excelsior). Time, 6:57 $\frac{3}{4}$.

Ten miles handicap—Won by Harvey Bernard, Harley-Davidson (scratch); second, Boyer, Harley-Davidson ($\frac{1}{4}$ mile). Time, 12:20.

Ten miles scratch, private owners—Won by Gabrielson (Harley-Davidson); second, Seacord, (Sxcelsior); third, Swank (Harley-Davidson). Time, 15:18.

Five miles handicap—Won by Harvey Bernard, Harley-Davidson (scratch); second, Boyer, Harley-Davidson ($\frac{1}{8}$ mile); third, Gabrielson, Harley-Davidson ($\frac{1}{4}$ mile). Time, 5:33.

Fifteen miles handicap—Won by Harvey Bernard, Harley-Davidson (scratch); second, Gabrielson, Harley-Davidson (1 mile); third, Seacord, Excelsior (1 mile). Time, 16:32 $\frac{3}{4}$.

Two miles match between A. C. Stansbury (Harley-Davidson) and Arthur Seacord (Excelsior)—Won by Stansbury. Time, 2:56 $\frac{1}{2}$.

Twenty-five miles handicap—Won by H. Bernard, Harley-Davidson (scratch); second, Seacord, Excelsior (2 $\frac{1}{2}$ miles); third, Boyer, Harley-Davidson (2 $\frac{1}{2}$ miles). Time, 27:31.

Motorcycle Races Thrill Davenport.

Three motorcycle races furnished the major portion of excitement at the mixed meet at Davenport, Ia., August 22d. Seven riders started in the 5 miles free-for-all, Barr on an Indian winning by a half minute over Zoehler, on a Pierce, in 7:06. The 5 miles for singles proved more exciting than the free-for-all and the time was considerably faster. Myers, riding an Excelsior, won easily, but the fight for second place between Schippers, Excelsior, and Barr on the same kind of machine, was close, the latter taking the honor. Time, 6:44. What had been advertised as a match between Myers and Schippers "for a purse of \$500," did not materialize. Schippers had put his twin cylinder machine out of commission before the meet and Myers covered the 20 miles alone, and "took the purse." The \$500 doubtless was stage money.

Ten Leaders in Century Competition.

According to the report of Noble O. Tarbell, Lake Geneva, Wis., chairman of the Roads Records Committee of the Century Road Club of America, the ten leaders in the century competition up to August 1 are E. Fraysse, New York; J. W. Hedden, Brooklyn; Charles Hausenbauer, Brooklyn; L. C. Smith, New York; William Kirchner, Brooklyn; Charles Bahr, New York; William Russell, Brooklyn; F. J. Perreault, Malden, Mass.; F. C. Seebinger, Brooklyn, and F. E. Mommer, New York. The ten leaders in the mileage competition are J. W. Hedden, Brooklyn; E. E. Fraysse, New York; Charles H. Bahr, New York; Charles Hausenbauer, Brooklyn; Joe Noe, Jersey City; William H. Kirchner, Brooklyn; William L. Russell, Brooklyn; Fred C. Seebinger, Brooklyn; Noble O. Tarbell, Lake Geneva, Wis., and C. B. Walker, Brooklyn.

WALTHOUR DEFEATS THE CHAMPION

Changes Places with Parent in Parisian Re-Running of Championship Race—Butler Beats Darragon at Roubaix.

Had the world's professional paced championship been held in Paris instead of Copenhagen and a few days later, Robert J. Walthour for the third time would have had the honor of wearing the crown. Walthour won what was termed the re-running of the championship, a 100 kilometers paced race, at the Velodrome Buffalo, Paris, August 19th, in which the contenders were Walthour, Parent, Darragon, and Nat Butler, the quartet of cracks who fought the final heat at Copenhagen.

At the world's championship meeting the order of finish was Parent, Darragon, Butler and Walthour. In the Paris race Walthour won, Darragon was second, Butler third, and Parent last.

The race was one of the most interesting that ever has been contested at the Velodrome Buffalo, chiefly because the same four riders were in it that competed in the world's championship. At 10 kilometers Darragon led Butler by a lap, with Parent third and Walthour last. In the next 10 kilometers Walthour passed Parent, while Darragon tacked another lap on Butler. At 30 kilometers Walthour had passed Butler and was only two laps behind Darragon, reducing this lead a half lap in the succeeding 10 kilometers. With the race half over Darragon led Walthour by only 20 yards.

Soon after Walthour, after a great battle, passed Darragon, and from that time until the finish was never headed. He covered the 100 kilometers in 1:28:13, finishing six laps in front of Darragon, 29 laps in front of Butler and 42 laps ahead of Parent.

On the following Sunday, August 22d, Butler met Parent and Darragon in an hour race at Roubaix, France. The veteran American defeated Darragon by three-fifths of a mile, covering in the allotted time 73 kilometers 760. A punctured tire to Andre's pacing machine occurring at the 28th kilometer, spoiled whatever chance Parent had of winning.

Martin Wins Match Against Miller.

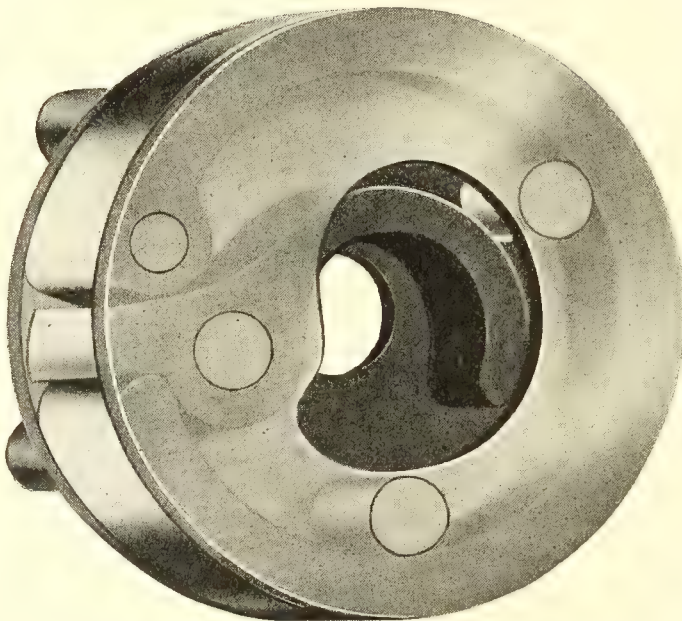
Sidney Martin, of Upper Sandusky, O., defeated Burley Miller, of Findlay, O., in their two miles match race, which formed one of the features of the automobile race meet held at the latter place August 25th. The time was 2:43. Prior to the match Miller did a two miles exhibition in 3:08.

Milk Inspector to Ride a Motorcycle.

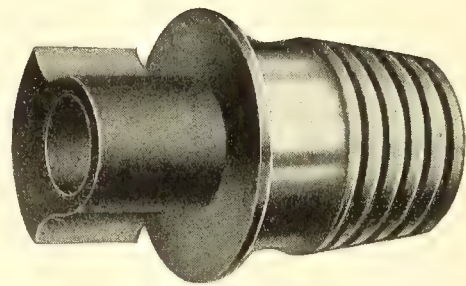
Hereafter Plainfield, N. J., dairies will be inspected by a health officer, who will make his rounds on a motorcycle. The city has purchased a 3 $\frac{1}{2}$ horsepower machine for the use of the Board of Health.

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It gives the rider control of his machine, eliminates all his brake troubles and multiplies the safety and pleasure of riding as no other device does.

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The parts are larger and heavier than in former models, to meet requirements of modern high powered machines.

The brake band is 3 inches in diameter, $\frac{3}{4}$ -inch wide, $\frac{1}{4}$ -inch thick and opens against the rotation of the hub, expanding the brake into positive contact with the inner wall of the brake drum.

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LAWSON RIDES A GREAT RACE

He Lowers the World's Record for Five Miles—Whittler Defeats Samuelson—Downing in Winning Form.

Salt Lake City, Aug. 25.—Three years ago, if the writer remembers correctly, when Ernest A. Pye, the crack Australian rider, covered five miles in open competition on the Ogden track in the remarkable time of 9:48 $\frac{1}{2}$, a loud wail went up to heaven from the East. They belittled the performance, said it was not possible, and that either the scorers had not counted the laps correctly or that the timers used dollar watches to obtain the record.

Last night at the Salt Palace saucer Iver Lawson won the five miles Western championship and covered the distance in the wonderful time of 9:42 $\frac{1}{2}$, which is much better than the former world's record held by Pye. The scoring was correct and when three of four watches register exactly the same time to the fifth part of a second, it cannot be said that the timing was faulty. It now is sincerely hoped that the anvil chorus in the East will cease knocking.

To those who came to see a real bicycle race the five miles western professional championship was a treat. In this race Iver Lawson again demonstrated that he can pedal a bicycle if the occasion demands it. He took his chances with the rest of the riders and jockeyed about until he secured Pye's wheel, and at a lap and a half to go, went out as though the race had been made for him. Hardy Downing managed to hang on for second, and prevented Walter Bardgett from passing him in the final mad sprint.

Both the amateur events were of the usual classy order. In the two miles scratch Brodbeck and McCormack went to the front at two laps to go, but Phil Wright was equal to the jump and went around on the bell lap, carrying McNeill with him and winning the race.

The unlimited amateur pursuit equally was interesting. Thomas put Diefenbacher and McNeill out after a hard ride, leaving Wright, Mayer and Thimas on the track. Wright then overhauled and passed Mayer, leaving Thomas 50 yards ahead, Wright continued his sprint and Thomas fell by the wayside in less than a lap. The race ended at 2 miles 3 laps 59 yards.

The night's thriller came in the motorcycle match between Fred Whittler and T. M. Samuelson. Whittler took all kinds of chances, rode the first mile in 1 minute 8 seconds, and made the second mile in 1 minute 6 seconds, making a total of 2:14 for the two miles and breaking the world's record for that distance.

In the second heat, though Whittler drew the pole, he conceded it to Samuelson. the starter allowed them to race seven laps before cracking the gun. Whittler rode the

first mile in 1:07 $\frac{3}{4}$, and the second in 1:07. This time was two-fifths of a second faster than his former record, and two-fifths of a second slower than the world's record time in the first lap. Whittler passed Samuelson, made up the lap and came in seven inches behind at the finish as the crowd stood up and cheered.

Nesbitt took the $\frac{3}{4}$ mile professional handicap, with Senhouse a close second and Schnell third.

The summaries:

Two miles scratch, amateur—Won by Phil Wright; second, Joe McNeill; third, J. B. Hume; fourth, A. Taylor. Time, 3:57 $\frac{3}{4}$.



Three-quarters mile handicap, professional—Won by Herbert Nesbitt, Australia (70); second, Steve Senhouse, Australia (65); third, Frank Schnell, Salt Lake City (40); fourth, Walter Bardgett, Buffalo (60). Time, 1:20 $\frac{1}{2}$.

Unlimited pursuit, amateur—Won by Phil Wright; second, L. Thomas; third, Ed Mayer; fourth, Joe McNeill. Distance 2 miles 3 laps 59 yards. Time, 5:20 $\frac{1}{2}$.

Five miles western championship, professional—Won by Iver Lawson, Salt Lake City; second, Hardy K. Downing, San Jose, Cal.; third, Walter A. Bardgett, Buffalo; fourth, Norman C. Hopper, Minneapolis; fifth, W. Palmer, Australia. Time, 9:42 $\frac{1}{2}$ (world's record).

Two miles motorcycle match, professional, between Fred E. Whittler and T. M. Samuelson—First heat won by Whittler. Time, 2:14. Second heat and match won by Whittler. Time, 2:14 $\frac{1}{2}$.

Salt Lake City, August 28.—Hardy K. Downing, who seems to get faster as his age increases was the particular star that shone at the Salt Palace saucer last evening. The San Jose crack defeated W. E.

Samuelson in a ten miles motor paced match and finished in front of Lawson in the one-half mile scratch for professionals.

It was understood that there was to be no teaming in the half mile race, but the race barely had started before it was apparent that Senhouse and Samuelson had effected an understanding as had Iver Lawson and Downing. Lawson went to the front at three laps to go, with Downing hugging his rear wheel. Downing won by three inches.

In the motor paced match Downing, paced by Whittler, as usual lost the toss for position and Samuelson took the lead. Just before the second mile Whittler opened his throttle and before the Samuelson brothers could get going he had carried Downing around in a fast sprint. Whittler and Downing continued the breakneck pace and soon had almost gained a lap on the Samuelsons. He won the race by this margin.

In the professional handicap the long markers worked well together and managed to get the big money. Hehir and Walker were fined \$10 each for "flagging," but the real cause was because they would not set any pace when their turns came because Lawson and Pye had not declared them in. Williams with Hopper on bolted at four laps to go, but Hopper lost the string and could not hang on. Senhouse outsprinted Wilcox and won by inches.

In the team pursuit race for meal tickets Crebs and Morgan went out early and Burris blew up a few laps later. Nesbitt riding alone overhauled Devonovitch and Duer at 2 miles 3 laps 170 yards.

Both amateur races were up to the usual standard. In the mile handicap McCarthy gave Hume a strong pull and "Long Jack" had little difficulty in land winner. In the unknown distance race the finish was close and resulted in almost a tie between McCormack and Brodbeck. The summaries:

One mile handicap, amateur—Won by J. B. Hume (30); second, A. Brodbeck (55); third, Phil Wright (scratch); fourth, Ed. Mayer (15). Time, 2:00.

One-half mile scratch, professional—Won by Hardy K. Downing, San Jose; second, Iver Lawson, Salt Lake City; third, W. E. Samuelson, Salt Lake City; fourth, Patrick Hehir, Australia. Time, 0:59 $\frac{1}{2}$.

Unknown distance, amateur—Won by A. Brodbeck; second, Hal McCormack; third, Phil Wright; fourth, Ed. Mayer. Time, 6:07 $\frac{3}{4}$. Distance, 3 miles.

Two miles handicap, professional—Won by Steve Senhouse, Australia (90); second, S. H. Wilcox, Salt Lake City (85); third, Saxon Williams, Buffalo (55); fourth, Herbert Nesbitt, Australia (85). Time, 3:45.

Ten miles motor paced match, professional—Won by Hardy K. Downing, San Jose; second, W. E. Samuelson, Salt Lake City. Time, 13:39.

Three-cornered team pursuit, professional—Won by Nesbitt and Burris; second, Duer and Devonovitch; third, Crebs and Morgan. Distance 2 miles 3 laps 170 yards. Time, 5:19.

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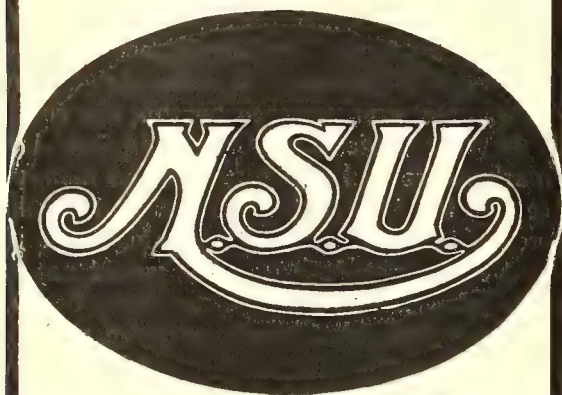
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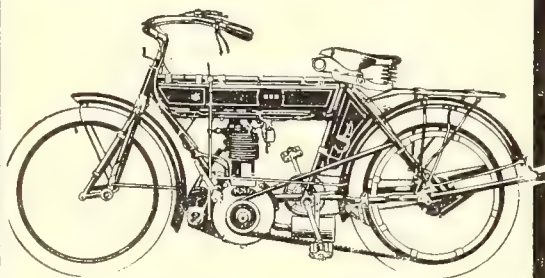
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Red Coattails Cause a Runaway.

Waving red in a bull's face generally is accepted to be a foolhardy feat unless there is a high fence between the experimenter and the bull, but it has remained for a South Bend (Ind.) woman to discover that a red coat strikes terror to the equine heart. The latest aspirant for admission to the Roosevelt Nature Fakirs' Club is Mrs. Lena Simon, who has brought suit against the Red Line Delivery Co., of South Bend, for \$5,000. The plaintiff alleges that on June 26, 1909, when she was driving her spirited horse on Division road, the animal became frightened at the flying red coat tails of a uniformed motorcycle messenger employed by the defendant corporation, turned sharply and ran away, throwing her out of the rig into a barbed wire fence. She states that she sustained two broken ribs, severe bruises about the body and internal injuries. In addition her buggy was demolished, her horse injured, her clothes torn and the harness ruined.

Motorist Hit by a Stone Thrower.

Supposed vandalism was responsible for the serious injury of James McKern, a Boston (Mass.) motorcyclist, who was struck in the head by a stone, as he says, while approaching the turn at Mount Pleasant, which is near Leicester, in that state. McKern was passing a woodpile belonging to Walter E. Sprague, when a stone was thrown at him from behind the pile, hitting him and cutting a large gash in his head. He was knocked senseless as he fell, and remained lying in the road for some time until a passing motorist picked him up and conveyed him to a doctor's office in the neighboring town of Spencer. The motorcycle was badly damaged.

Spokane to Build a Racing Oval.

Spokane, Wash., is to have a racing oval for motorcycles which will be one of the best west of Chicago. It will have two laps to the mile and will be built with a 45 per cent. bank. The track will be a raised one, 17 feet high, and the grand stand will be placed inside the oval. A stock company has been organized to finance the affair with a capitalization of \$50,000.

Motorcycle Scorchers Come to Grief.

While scooting along Niagara street, Buffalo, N. Y., on his motorcycle, at an unholy clip, on Wednesday night, 18th ult., Conrad Rudin, 35 years old, crashed into the rear of an automobile and was thrown 20 feet. He was unconscious when picked up and at the hospital examination revealed a broken leg and severe bruises.

Endurance Test for San Franciscans.

A 24 hours endurance contest will be conducted by the San Francisco Motorcycle Club on September 5 and 6, at the San Leandro triangle. The contest will be more for testing the reliability of various makes of machines than the endurance of riders and will be divided into 12 hour shifts.

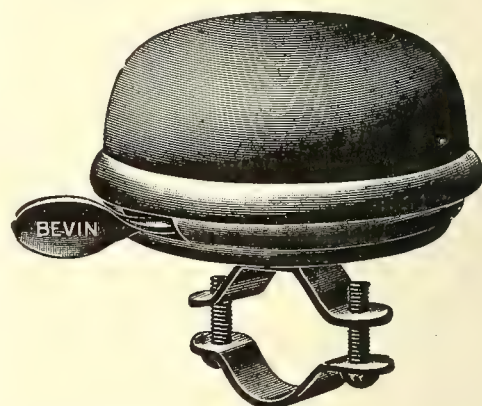
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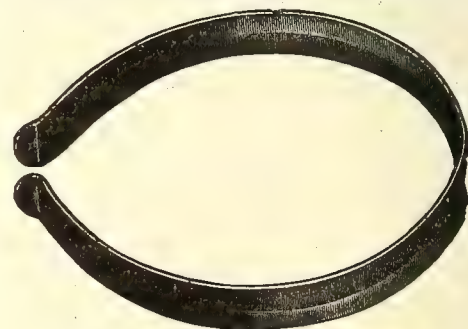
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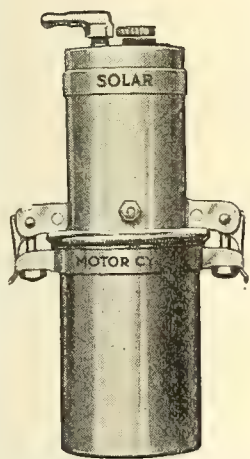
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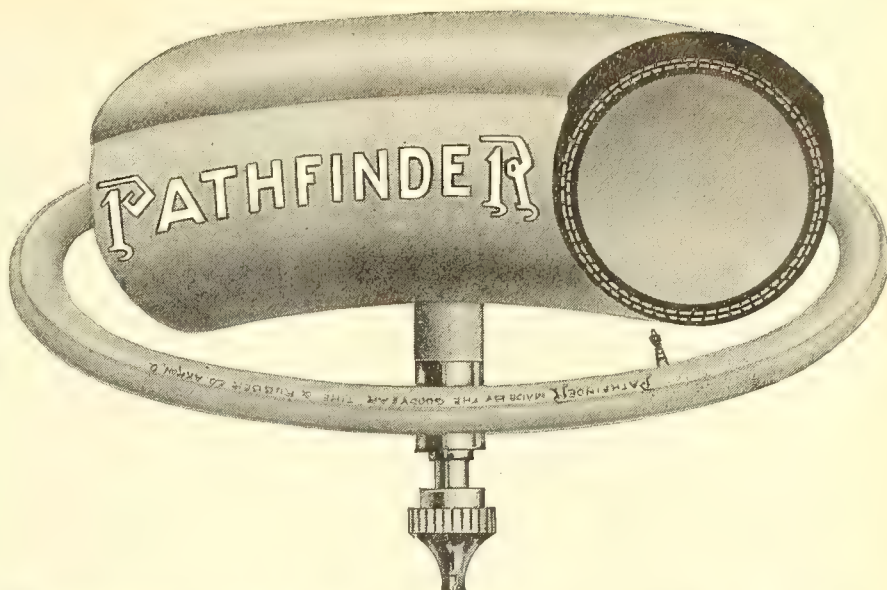
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The fabric in the famous Goodyear Pathfinders is a special closely woven Egyptian. A strip of this fabric one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

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We are sending all Pathfinder agents a quantity of frame guards gratis to distribute among customers. These guards are branded "Pathfinder" and help wonderfully to advertise the tire.

Write us, if we are not represented in your town, and see what there is in it for you. Start a letter today!

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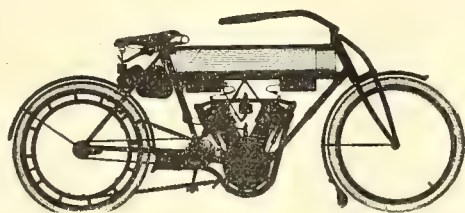
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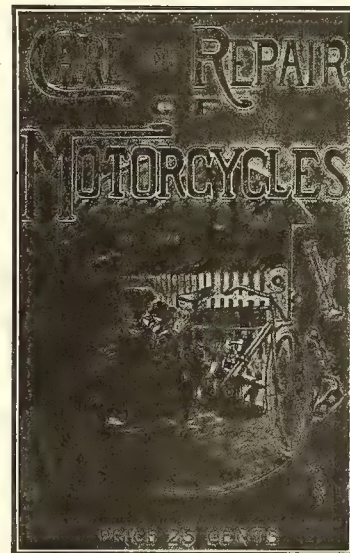
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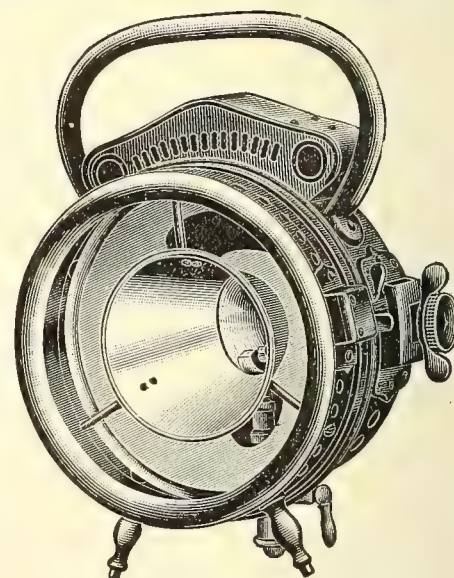
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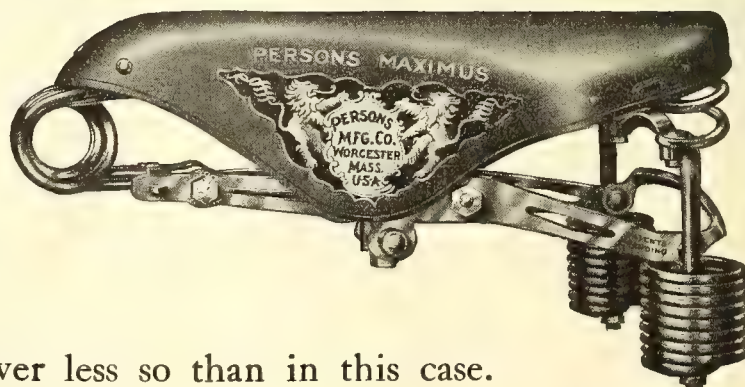
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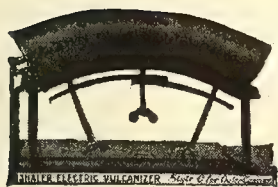
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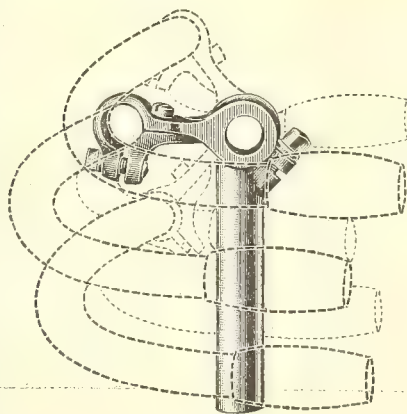
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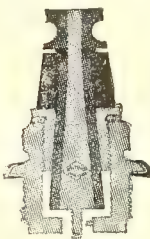
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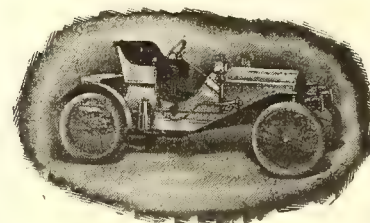
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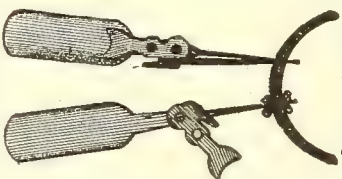
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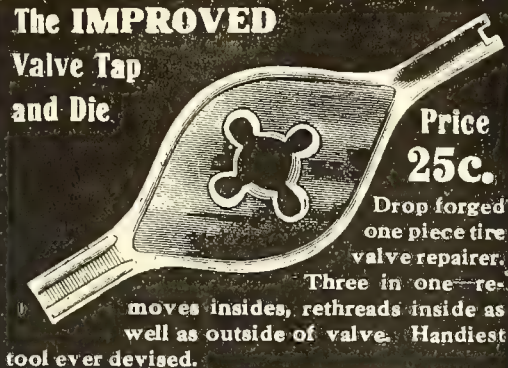
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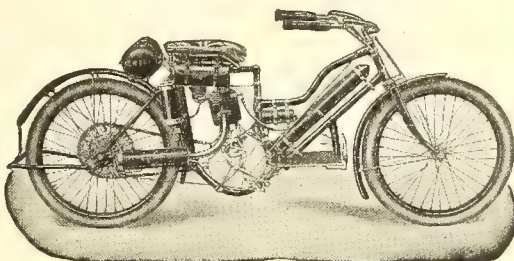
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Kenneth E. Moore won Perfect Score Medal and Special Cup for Consistency.

LOS ANGELES-SAN DIEGO RELIABILITY RUN

The most severe of the year, E. L. Parmelee and C. E. Anderson won Perfect Scores. R. M. Brinckerhoff finished on the minute, but was penalized 18 points for adjusting a vibrator spring. Only 16 out of 39 starters got in at all and only three others with perfect scores.

DANVILLE MOTORCYCLE CLUB HILL CLIMB

June 9, in 30.50 class, the results were:

H. E. Richardson....	EXCELSIOR, 26 3/4 sec.
Paul Moore.....	EXCELSIOR, 32 3/4 sec.
Carl Stahl.....	EXCELSIOR, 33 1/4 sec.
Chubbeck.....	Yale, 38 sec.
Tormey.....	Thor, 44 1/4 sec.
Evans.....	R-S, 44 sec.

Richardson was allowed to ride his 30.50 single cylinder EXCELSIOR in the 61 class against twins of twice the rated power and was beaten by only 3 3/4 seconds, beating one 7 H. P. twin by 1 1/2 seconds, but was afterward protested for late entry.

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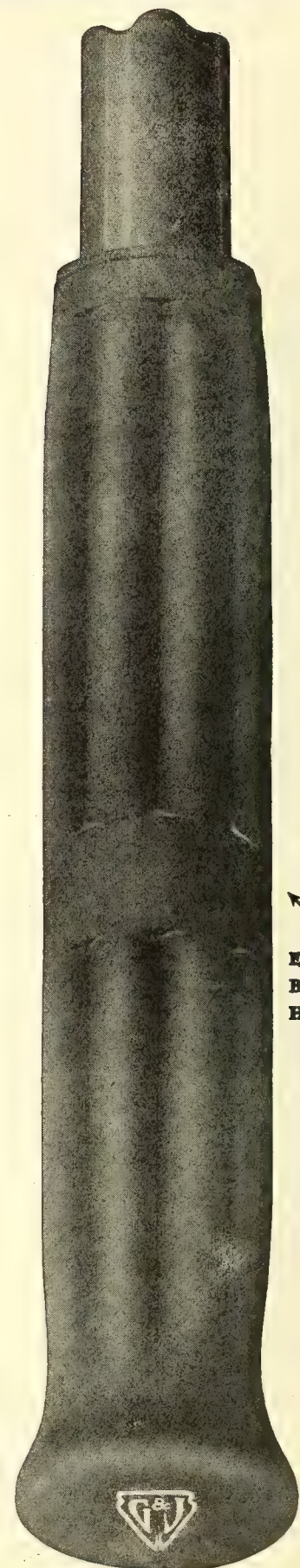
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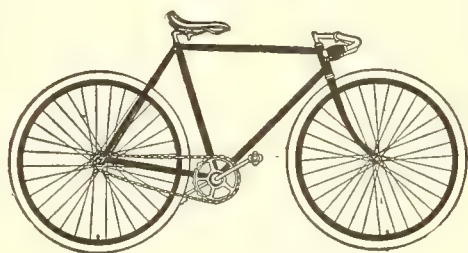
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One Week Nearer the Season of 1910

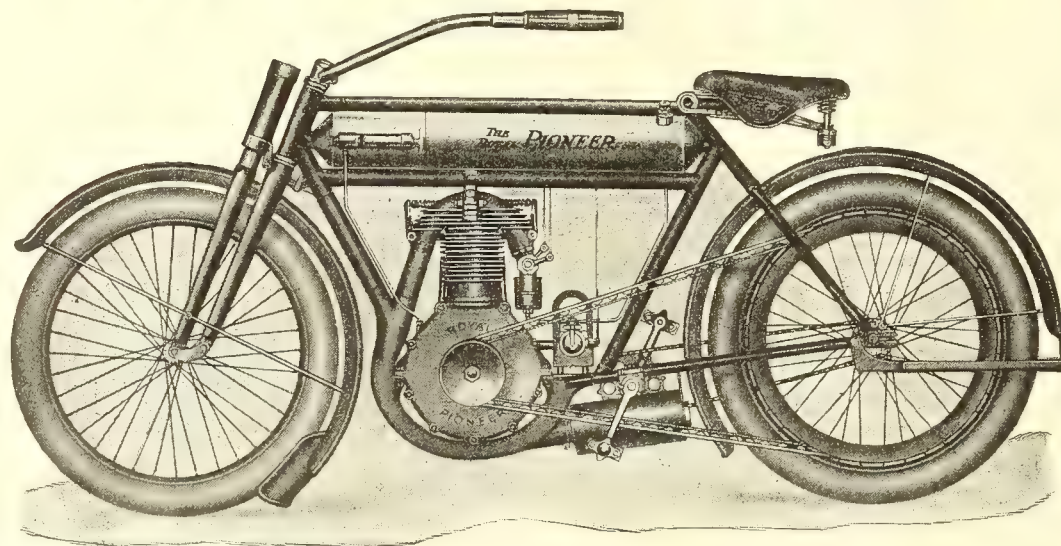
OUR traveling men are rounding up their affairs and will soon be on the ground with full particulars of the 1910 lines. More NEW MODELS, NEW FEATURES and IMPROVEMENTS than you would think possible. More than ever before it will pay dealers to await the arrival of our representatives.

By the way, have you noticed lately the great work being done by men mounted on Pope racing wheels? The majority of the fast men have used them for the past year and the number is increasing each month. Professional and amateur—sprint work, pace following, road racing—it's all the same—Pope wheels increase the chances for success.

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"How soon can you deliver six more?"
 "Certainly a dandy—hills are like level roads."
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Wish we had room to give them in full. Write for more information.

THE ROYAL MOTOR WORKS, Inc., Worcester, Mass.

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We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

Morgan & Wright Motorcycle Tires

continue to demonstrate their
superiority on road and track.

Herbert Meriweather, of the San Francisco Motorcycle Club, is nearing the end of his cross-country run from Los Angeles to New York. He has already ridden more than 5,000 miles on one set of Morgan & Wright tires, with a spare casing and tubes. Nearly 1,000 miles of his trip was over railroad ties, owing to the lack of passable roads thru Arizona and New Mexico. Barring accidents, these tires will last him thru the trip.

MORE DIRT TRACK RECORDS BROKEN AT DETROIT

Huyck breaks the mile record in a time trial—time 51½. Breaks the 10-mile record in a race by riding it in 9 minutes 19½ seconds—both on Morgan & Wright tires.

We didn't win the "pie eating contest" or the "slow races" (freak motorcycle contest held during State Fair time), but we got our share, and it was the lion's share, of the real tire tests.

AGAIN AT DAYTON

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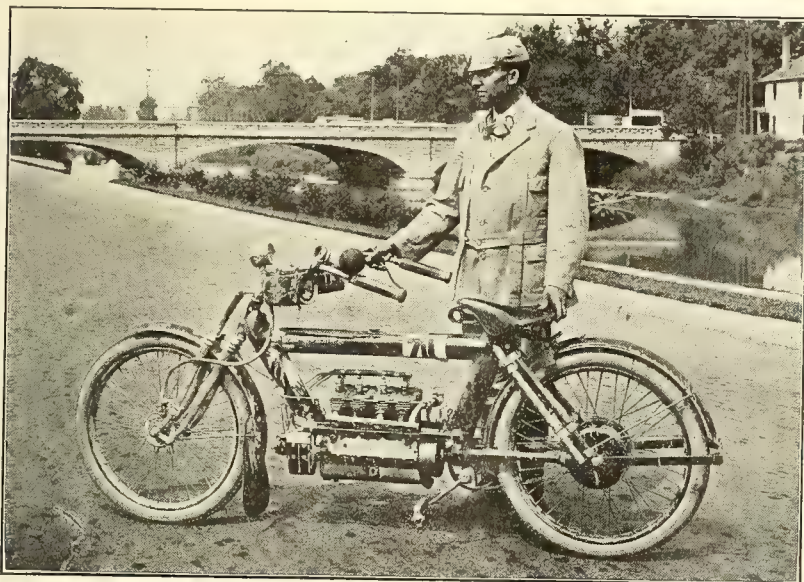
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■
QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

PIERCE Vibrationless



PERFECT SCORE F. A. M. Endurance Contest

The above photograph shows F. L. Hunt, a Pierce rider, who earned a perfect score after having covered the distance from Cleveland to Indianapolis without a single repair or adjustment.

We claim superiority and prove it by actual performance.

CATALOGS OF BICYCLES AND
MOTORCYCLES ON APPLICATION.

The Pierce Cycle Co.

BUFFALO, N. Y.

BRANCHES—Denver, Colo., Oakland, Cal., Atlanta, Ga.

Over 400 Dealers Making Big Money



**Note the
Construction**

**Two Extra Layers
of Fabric—
Special Corrugation**

More than 400 dealers—one to a town in all parts of the country—have *proved* to themselves that they can make *more money* handling Goodyear bicycle tires than ordinary tires.

All these dealers are already doing a big business in the new Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire.

You, too, can do this. You can please *your* customers just as they do by selling a tire that will *save* your customers money—the Pathfinder Non-Skid Extra Heavy—and your satisfied trade will give you more business—send you more business.

Study these noteworthy superiorities of this tire.

It has all the matchless construction of our regular Pathfinder tire with two extra layers of the closest woven Egyptian fabric possible, and a special corrugation that makes skidding impossible even on rain-wet asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made.

All the fabric used in the Pathfinder Non-Skid Extra Heavy is of the famous Goodyear special closely woven Egyptian kind. A strip one-inch wide has a tensile strength of 150 pounds, while that of common muslin used in ordinary tires is only 40 to 60 pounds.

No "Junk" Rubber in This Tire

Not one ounce of "reclaimed" rubber resurrected from the junk pile—old, worn-out tires, overshoes, etc.—are used in the Pathfinder Non-Skid Extra Heavy. Nor do we use "Borneo" or "Guayule," such as many ordinary tires are made of.

Every ounce of rubber in a Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire is the finest grade of new Para. The most expensive rubber on the market today. Cheaper grades would cost less—but the tire would not give you service.

Send for a sample section and just examine the cover—you never saw a tougher one. Yet the tire yields and springs in your hands. The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the utmost in wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, it is so constructed that *lasting repairs* can be made easily by either plugs or vulcanization. If we are not represented in your town, grasp your opportunity to make more money—by getting in line with these more than 400 dealers *who know* how. Don't delay, but get after this business *now*.

The Goodyear Tire & Rubber Co.

Moal Street, Akron, Ohio

Branches: Atlanta, 90 N. Pryor St.; Boston, 669 Boylston St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 E. Fifth St.; Cleveland, 2005 Euclid Ave.; Denver, 28 W. Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad and Fairmount Aves.; Pittsburgh, 5988 Center Ave.; San Francisco, 506 Golden Gate Ave.; St. Louis, 3935 Olive St.; Washington, 1026 Connecticut Ave.

Emblem's First Event

Emblem Wins!

George Heil, motorcyclist of 30 days experience, makes perfect score in F. A. M. Endurance Contest.

The Kind of Machine for the Ordinary Kind of Man to Buy

EMBLEM MANUFACTURING CO., Angola, N. Y., U.S. A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

All the Speed you can use
All the Power you can use
plus something else.

That something else is

BODILY COMFORT

If you are to enjoy motorcycling get the machine which is built with the comfort of the rider in view—

THE MERKEL

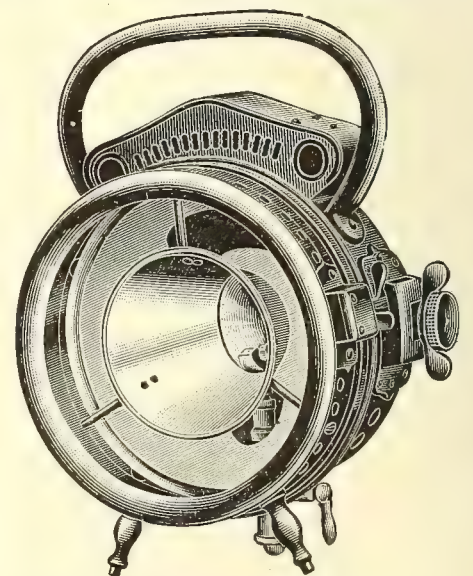
At no sacrifice of power or speed it gives the rider physical, mental and pocketbook comfort.

Merkel-Light Motor Company
POTTSTOWN, PA.

DISTRIBUTORS—Pacific Coast, Ollier & Worthington, 1100 So. Main St., Los Angeles, Cal., and 500 Golden Gate Ave., San Francisco, Cal. New York, N. Y., Ovington Motor Co., 2234 Broadway.

Night Riding Safer With Our Headlight

You take no risk when going out at night with this headlight. The light you obtain is always bright and steady. You can't blow it out or shake it out. It is made for good service and that's the kind it always gives. It is positively the best that money can buy. Get one now



No. 523. Motorcycle Headlight, Price \$6.50.

while the night riding season is on.

No. 523.....Price, \$6.50

No. 55 B Generator for same.....\$5.00

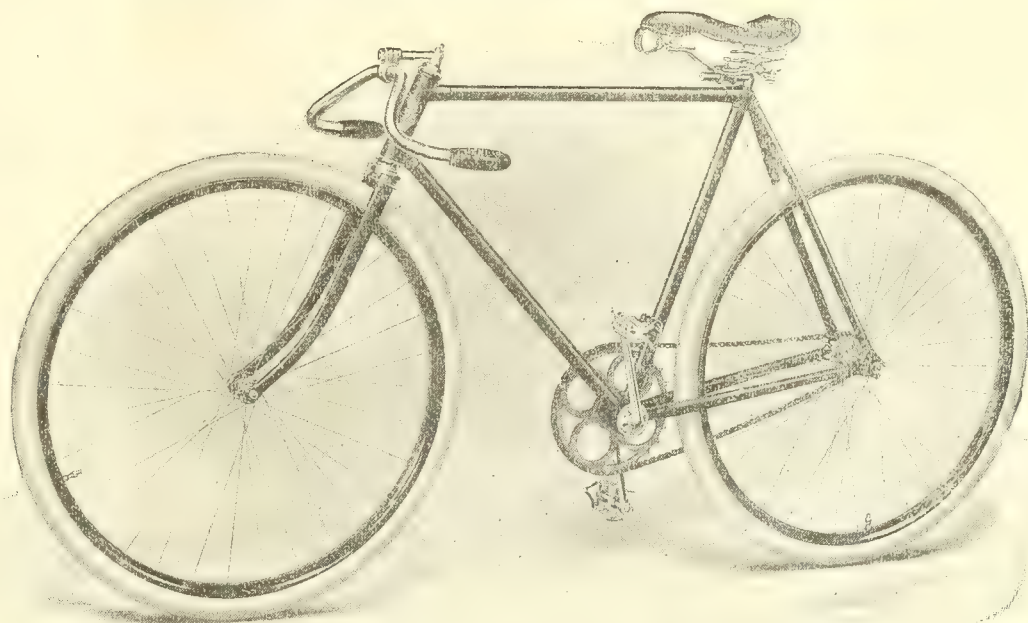
Write for 136-page Encyclopedia.

THE MOTOR CAR EQUIPMENT CO.
1727 Broadway NEW YORK 55 Warren Street

CONSOLIDATED

Jobbing Bicycles

THE WORLD'S BEST



WE are furnishing the highest quality of jobbing bicycles, in exclusive designs, giving the discriminating jobber an article that sustains his reputation for handling bicycles that are right, and pleasing his customers.

One Price to the Jobber One Price to the Dealer
Absolutely Without Variation

Consolidated Policy is always the same, ON THE SQUARE.

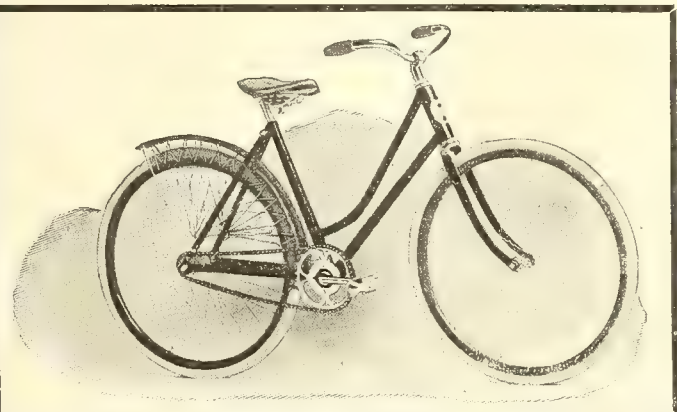
Equal price and fair treatment to all. As one prominent jobber puts it:

"YOU ALWAYS KNOW WHERE THE CONSOLIDATED PEOPLE STAND"

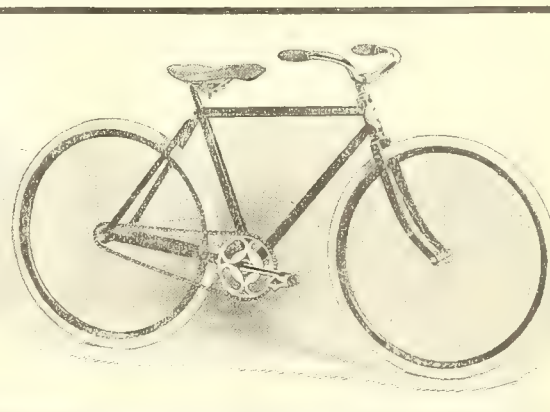
Correspondence Solicited from Legitimate Jobbers.

THE CONSOLIDATED MANUFACTURING CO.

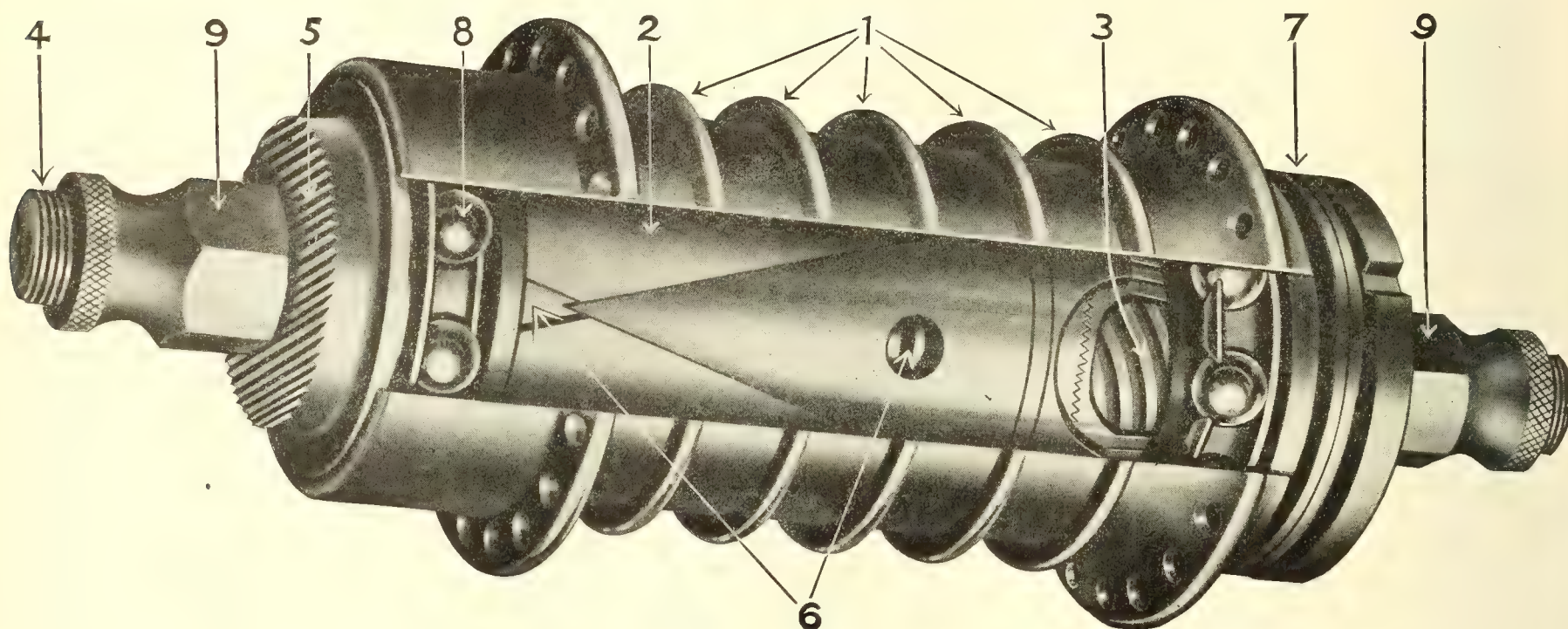
1709 Fernwood Avenue, TOLEDO, OHIO



**WE ALSO
MANUFACTURE:**
Yale Motorcycles,
Yale and Snell
Bicycles,
Hussey Handle
Bars,
Consolidated
Package Cars and
Drop Forgings
OF EVERY
DESCRIPTION.



THE MUSSELMAN MOTORCYCLE COASTER BRAKE



Notice the Ten Points of Superiority

No. 1.—**COOLING FLANGES** which add over $13\frac{1}{2}$ square inches of cooling surface, making the total surface 42 square inches, making it impossible to overheat this brake. These cooling flanges also add an enormous amount of strength, barring any possibility of rupturing the shell in applying the brake, as is common with other hubs.

No. 2.—**BRAKE SHOE**.—Our construction permits a very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges.

No. 3.—**SHORT PITCH**. $\frac{5}{8}$ inch pitch. This is a very short pitch and gives one as good a leverage in applying the brake as a lifting jack. This leverage with our ample brake shoe gives you a power great enough to stop an automobile.

No. 4.—**LARGE AXLE**. 9-16 inch in diameter; strongest made. No danger of this axle bending or giving away under any condition.

No. 5.—**NO ARM**. This principle with our corrugated face on left stationary cone does away with building our brake with an arm. Arms or eccentrics create an undue leverage on rear forks, which is a common cause of trouble in other styles. Our construction causes the pressure when brake is applied of an end pull on rear forks and end push on the rear stays, making it impossible to break your rear forks.

No. 6.—**GREASE CHAMBER**. Our brake is built with a grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease for keeping the hub automatically lubricated for a season.

No. 7.—**CHAIN LINE**. Our sprocket set is fitted with two chain line rings; these with the straight and offset sprocket will give you seven chain lines, running from $2\frac{1}{8}$ inches to $2\frac{1}{2}$ inches, making it unnecessary to order special hubs for certain motorcycles.

No. 8.—**LARGE BALLS**. $\frac{3}{8}$ inch steel balls are used throughout, making the chance of broken balls infinitesimal.

No. 9.—**LONG STRONG AXLE NUTS**, built so as to accommodate any kind of stand.

No. 10.—**NO DRAG OF PARTS**. The principle of this brake is the same as the famous Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times, whether driving or being pulled by the motor. This is true only of the Musselman Coaster Brake.

DIMENSIONS.—MODEL A.—FOR BELT MACHINE.

Length over all outside cones, 6 inches.

Chain Line—Straight Sprocket, $2\frac{1}{4}$, 25-16, $2\frac{3}{8}$ inches.

Offset Sprocket, $2\frac{1}{8}$, 23-16, $2\frac{1}{4}$, $2\frac{3}{8}$, 27-16, $2\frac{1}{2}$ inches.

Drilled for 36 and 40 Holes.

Width of Flanges, $3\frac{1}{2}$ inches.

Sprocket, 3-6, 10 to 12 tooth, inclusive.

FOR FURTHER PARTICULARS WRITE TO

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, September 11, 1909.

No. 25

BUFFALO JOBBING HOUSE FAILS

Petition in Bankruptcy Against the Kelsey Co., Inc.—Liabilities Said to Approximate \$30,000.

The Kelsey Co., Inc., the well known Buffalo (N. Y.) jobbing house, has "gone broke." Alleging that the company had made the admission in writing that it no longer was able to pay its debts and had expressed a willingness to be adjudged a bankrupt, three of its creditors on Thursday last, 9th inst., filed an involuntary petition in bankruptcy against it in the United States Circuit Court in Buffalo. The chief of the petitioners is William E. Kelsey, who claims there is due him on a note the sum of \$3,555.52; the others are John W. Frey and the Empire Sales Co., whose claims on open account amount to \$54 and \$2.50. The company's liabilities and assets are not known, but it is said that the former approximate \$30,000.

The Kelsey Co. has long been identified with the bicycle trade and once was very prosperous, but that it has been "sailing close to the wind" for a year or more was not wholly a state secret and its failure therefore is not wholly a surprise. As several years ago automobile supplies were added to its stock, the burden of its liabilities will not fall entirely on its creditors in the cycle industry.

The company did business at 43-45 Niagara street. Its officers are C. E. Kelsey, president; J. Kelsey, vice-president, and C. L. Kelsey, secretary. The latter was the active manager of the business and he was both well known and well liked.

New York Dealers in New Locations.

The McLoughlin & Ashley Motor Co., metropolitan agents for the N. S. U., who heretofore have occupied the ground floor of the N. S. U. Motor Co.'s establishment at 206 West Seventy-sixth street, New

York, have removed to a Broadway location, No. 2384, which is near Eighty-seventh street. They will continue to handle the N. S. U. at the new address and the N. S. U. company itself will make use of the room made available by their agents' removal. J. C. Foley, who handles Indians and Thors north of the Harlem river, also has removed to a new location at Jerome avenue and 165th street. The building formerly was an automobile garage and makes Foley's place a motorcycle garage in fact as well as in name.

Van Cleef Acquires Arnstein Plant.

Paul Van Cleef has acquired the rubber cement plant of Eugene Arnstein, Inc., the bankrupt Chicago jobbing house, and will continue the manufacture of the Arnstein brands at 1145 Seventy-sixth street, Chicago, Ill. He was formerly superintendent and chemist of the Arnstein factory, which was conducted in connection with the jobbing business.

Pope Repurchases Its Old Tube Mill.

The old Pope tube mill in Hartford, Conn., which originally was the property of the Pope Mfg. Co., but which for several years has been one of the disused plants of the National Tube Co., was this week repurchased by the Pope company and will be used for automobile purposes. The price paid was \$75,000.

Jacksonville Firm Joins the Jobbers.

McGraw Bros. & Vogt, Jacksonville, Fla., have been recognized as jobbers by the National Association of Bicycle Jobbers and their name placed on the official list. The Florida firm proved that it fulfilled the association's requirements.

Judgments Entered Against Ovington.

Following the placing of two attachments on the property of the Ovington Motor Co., New York, judgments were obtained and entered on the 8th inst. for the amounts involved, \$611 and \$453, respectively.

BAND BRAKE ON OPEN MARKET

The Corbin Product Now Available for General Use—Its Adaptability to Chain or Belt Drive.

Hereafter the Corbin band brake, which during the present season has been exclusively used on the Indian motorcycles, will be available to all and everyone, its manufacturers, the big Corbin Screw Corporation, New Britain, Conn., finally having placed it on the open market.

Because of its use on the Indian, the brake already is well known and thoroughly tested and as offered for general use it incorporates all of the improvements rendered necessary by extended usage. The brake is of the back-pedaling variety, the braking band being applied outside the hub and being of generous dimensions; it is operated exactly as is the ordinary Corbin coaster brake of which its mechanism is an ingenious adaptation. It is made for both chain and belt drive machines; it will fit any chain line and is fitted with any size of sprocket that may be desired.

It is the first brake of the sort to be offered by an American manufacturer.

Goodyear Reports Large Tire Trade.

Incidentally reflecting the activity and prosperity of the cycle industry, the Goodyear Tire & Rubber Co., of Akron, O., indicates that never before in recent years has the cycle tire division of the factory been so busy. The company has just closed 1910 equipment contracts with two of the big cycle manufacturers and has practically reached a similar arrangement with two more.

M. & W. Minneapolis Branch Moves.

Morgan & Wright's Minneapolis branch has changed its location and is now established at 911 First avenue, South. The removal carries with it several advantages.

MAKING HUMAN NATURE AN AID

How the Manner of Meeting Men Tells in Business—Effect of Courtesy in Winning and Holding Customers.

The human nature department of any business, if properly handled, becomes the most valuable asset the firm possesses. This statement may sound exaggerated, but I believe it to be true, says Robert L. Shepard, in *Hardware*.

Our merchandise stock, fixtures and book accounts are all measured by so many dollars and can be purchased by anyone who has the price; or stock and fixtures may be duplicated elsewhere if we will not sell. But honest loyalty to a house, which has been gained by the manner of meeting and treating the customers and their accounts, we cannot buy from others and no man can take from us.

It is the steady, loyal customer who helps to make the days brighter and profits larger. Notwithstanding the statement sometimes made that there is no such thing as loyalty in business, I still believe there is a lot of it, and that the product can be increased every year if we are so minded. Remember that as individuals or firms we seldom get in quantity or quality a very large portion of those things we do not give out to those with whom we come in contact.

The business world is like a highly polished, strongly reflected mirror; it returns to us in a large measure the same sort as that which we present to the glass. Honesty of purpose, courtesy of manner and harmony with our surroundings produce loyalty. A business place should run like a perfectly constructed, well oiled engine, with little noise, no friction, but at the same time producing unlimited power.

The human nature department should begin to work with the head of a business, and he should have such a surplus on hand that it will spread through the entire office, to the sales people, the shipping and delivery departments, and have enough left over to fill any other spots around the establishment that have not been mentioned. It should be the kind of human nature that we are always glad to meet regardless of weather conditions or business conditions—the particular brand whose courtesy, harmony and honesty we can depend on every day in the year. There are no rules that can be written for developing trade for this process, for every customer is a little different from every other; so both they and their account (if they have one) must be handled individually.

The study of our fellow beings is both interesting and profitable. Try it for yourself and watch the results. The manner of approaching a customer and the first word spoken often mean a great deal.

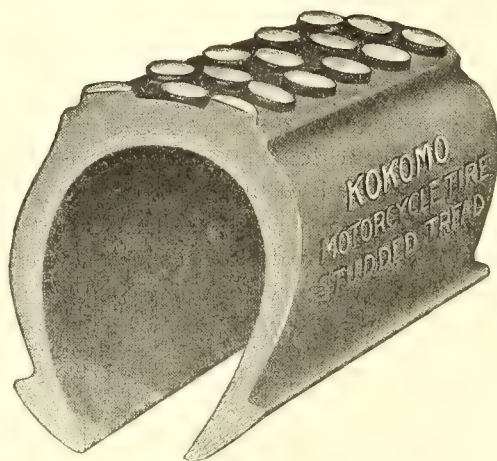
The tone of voice over the telephone can

draw trade or drive it away. The harmony and courtesy that extend all over the house are felt as soon as you enter the doors, and the absence of these ingredients in a business place are often more noticeable. One draws customers and the other repels them.

One of the great sweeteners of life is the better understanding of our fellow man—also our lady friends; for, as we know them better, we find they have some real good traits and that they are no more unreasonable at times than ourselves, and some-

Kokomo's Newest Motorcycle Tire.

Few tires, if any, ever proved their worth so quickly as did the Kokomo motorcycle tire with its distinguishing gridiron tread.



It "made good" immediately it was put to use, and not the least remarkable feature of its now extensive use was the fact that the non-skid tread proved a lasting one; for it is no great secret that there are some treads which disappear in "no time at all." The unusual durability of the gridiron tread naturally has created considerable interest in the newer tire which the Kokomo Rubber Co. more recently produced, the one with raised studded tread, which for the first time is shown by the accompanying illustration. It is of the same construction and quality as the other tire, differing only in respect to the tread, and that there is a lot of rubber in it, even should the studs become worn flat, is apparent.

times not quite so much so. This knowledge should make us both more patient and charitable, for we are not apt to criticise ourselves, and no gentleman would take others to task for little idiosyncrasies that he himself might possess on rare occasions.

Take all of the innumerable lines which can and should be worked to strengthen and develop the human nature side of a business and converge them to one spot in the store, then designate that spot by the single word "tact" in business; there are dividends in it.

This idea in the mercantile world has been developed less, and yet has greater possibilities for holding together customers already secured and for gaining new ones and making of them all both loyal and profitable patrons of the house, than any other one thing.

TRYING GOLD PLATED REFLECTORS

Why It is Claimed that They are Superior to Others—The Relative Penetrative Powers of Red and White Rays.

Gold plated reflectors for acetylene lamps represent the latest refinement in night lighting, which has been tried abroad. The lamps so equipped are claimed to give a beam which is more penetrating and effective in mist and fog than when the more usual nickeled reflectors are employed. That the cyclist or motorcyclist who does much night riding need not go to the expense of having real gold plate in his lamp in order to obtain the effect which it brings about, is made clear by a consideration of the interesting phenomena in connection with different colored light rays and the application of a simple but scientific idea to present lamps.

Whatever virtues gold plated reflectors may have in providing a light which excels the ordinary acetylene beam in the capacity for disclosing the view ahead on misty nights are due to the fact that the gold reflects the red and yellow rays from the flame with more facility than it does the rays of other colors. Red rays have a slower rate of vibration than any of the other colors in the spectrum and they have more power of penetrating fog without being reflected or diverted.

The most familiar proof of this quality is in the redness of the morning and evening sun, when the rays have to traverse a greater distance of moisture laden air along the earth's surface than at noon when they come more directly down. On foggy nights a lantern or other light which appears quite white close at hand becomes yellowish and then deepens to a red as the distance increases, showing that while the other rays are interrupted the yellow and red rays continue through in a straight path. In railroad practice it has been found that red lights may be seen through mist long after blue, green and other colored lamps of seemingly equal brilliance when viewed nearby, are obscured.

Cycle lamps therefore can be fitted with red or orange front glasses in order that the forward beam may be most effective for foggy weather. Because of the fact that a red light might be mistaken by other traffic on the road for an automobile tail light or an obstruction mark, orange would seem to be the better color to use. Front glasses of this color would not turn the rays of other color into orange, but would have the effect of filtering out all but the orange and red rays, the only ones which do not reflect back from the mist and present that blinding "steamy" effect in front of the machine which makes it difficult to see into the distance. The slight diminution in the total light would be negligible in fair weather.

WHAT PRICE CUTTING MAY INVOLVE

Coffman Says It Suggests Inferiority in the Goods—Also It Looks Like Confession of Business Weakness.

Much has been written and said on the subject of price cutting, and many suggestions offered and tried in every line of business, but the practice continues just the same.

When one man offers a lower price than his competitor, on comparatively the same article, there must be some reason for his doing so. First: I would say he admits the inferiority of his goods, as compared with that of his competitor and uses this means to "even up" as you might say. Second: He may not know what his goods cost and figures at the cut price he is making a fair profit. Third: He may have made up his mind to get the business, profit or no profit, and takes it at a cut price.

Now, every manufacturer and every jobber knows that a good quality of material costs money, and it will ever be so; hence, makers of similar articles embodying the same materials, pay practically the same price for them and their only chance to reduce cost, is in their manufacturing and selling expense, which cannot be any great percentage. Yet some take business for one reason or another, to the detriment of their profit and the upbuilding of business in general.

I am not giving or offering advice, but have this to say: Use the best materials obtainable, consistent with the selling price of the article to be built. Build it as good as you can and ask a price affording a fair manufacturing profit. When an article built and priced in this manner is offered the jobber or dealer, he can see it has quality and merit, and even though it is somewhat higher than that of Smith or Jones, you stand a fair chance of securing his order. Let "how good" not "how cheap" be your motto and you will eventually win out.

I hear some say, "If So-and-So cuts his price, I will meet it." This is the greatest show of weakness a business man can make, and the reason that "So-and-So" cuts his price, is the best reason in the world for you to maintain yours, for when you meet his cut with a similar one, you admit his goods are equal, if not better than yours, and that you are in his class.

Another thing, this to the jobber: When you buy from a manufacturer and put your name on his product, see that he protects your interest and does not sell your customers at a price that would not afford you a fair profit. Mr. Jobber, let this sink into your brain and keep it handy, "Know at all times just where you stand."

These few lines are written in the interest of the bicycle business at large, for I have its welfare at heart and ever ex-

pect to. There is plenty of business for all and at a fair profit. I would like to see and hope to see, every manufacturer, jobber and dealer selling bicycles at a price affording a fair profit, giving tone and a general upbuilding to the business. I want to see the bicycle business grow, and so do you. It is our business, to be what we make it, and the hearty co-operation of manufacturers, jobbers and dealers will make it what it once was.

A. B. COFFMAN,

Sales Manager, Consolidated Mfg. Co.,
Toledo, Ohio.

Test to Discover Acid in Lubricants.

Sixty percent of the difficulty experienced with lubricating oil is said to be due to the presence of acids which generate heat and not only necessitate frequent lubrication, but are destructive as well. To discover the presence of such acid and determine the purity of an oil an authority recommends this simple test. Dissolve one ounce of sodium carbonate in an equal weight of water. To a small portion of the solution add an equal quantity of the oil. Shake the mixture thoroughly and allow it to stand for several hours. If there is any acid present a chemical reaction will take place and a precipitate will settle at the bottom of the bottle, the amount of precipitation indicating the quantity of acid in the lubricant.

Old Remedy for Leakage of Oil.

For the old and persistent difficulty due to the leakage of oil from the crank shaft bearings of an engine an almost equally old remedy recently has been brought to life in a method which at one time was used with considerable success on the Clement-Garrard engines. It consists in cutting a spiral groove in each journal much like a screw thread, but turned in such a way that as the shaft revolves it will tend to "screw" the oil into the crank case instead of out of it. When this is done, the oil is fed to the outer end of the bearing instead of at somewhere about its center, as in ordinary cases. The device should be a good one to apply to old engines which have failed to respond to other methods of treatment.

What Works Havoc with New Files.

New files, particularly double cuts, are soon ruined when used upon the thin edges of iron castings, which become chilled and form a scale on the surface, as the strain comes wholly upon a few teeth and breaks them. This scale should be removed by pickling in a solution consisting of two parts of water to one of sulphuric acid, and the surfaces which have become chilled should be ground off before applying the file. If it is impossible or impracticable to remove the scale by pickling, an old file that has been used until it is too dull for narrow steel work, may be employed; the teeth will then not be broken by the hard scale.

FOUR THIEVES AND FOUR DEALERS

The Former Visit the Latter and in Two Cases Have Cause for Regret—Why One Motorcycle was Abandoned.

"The way of the transgressor is hard," as the experience of two men in Redding, Cal., would tend to demonstrate. The youths in question, "Jack" Gaylord and "Bill" Burnett, broke into the store of E. H. Ramer in Redding and got away with two bicycles, which they rode all the way to Red Bluff to sell. It so happens, however, there are three Ramer brothers in the bicycle trade with establishments in Redding, Corning and Red Bluff. When, therefore, the tired and dusty thieves dismounted in front of a well appointed store in Red Bluff and offered the machines for sale for \$15, they were startled to find themselves under arrest. Their chagrin was intensified when they learned that the prospective purchaser was W. L. Ramer, and that the machines were two of a stock he had selected for his brother a month previous. Gaylord and Burnett are now serving a 60 days sentence on the chain gang, improving the roads of Shasta county.

Disappointment befell one of two unknown thieves, who burglarized the Guarantee Cycle Co. in San Antonio, Texas, a week ago, and stole two Indian motorcycles. One of the robbers got away on his machine, but his accomplice, after pushing the other motorcycle five miles, made the tardy discovery that the reason it would not go was because there was no gasoline in the tank. He was forced to abandon the machine in a field where it was later recovered. Doubtless the disgusted burglar is a graduate of the old school of Texan "hoss thieves" and expected that any steed which he "rustled" would travel of its own volition.

"Beware Greeks bearing gifts" is the Trojan philosophy which enabled W. L. Potter, a bicycle dealer of Cambridge, Mass., to capture a bicycle thief last week. Potter knows the value of bicycles and his Yankee wit has taught him that in these days it is impossible to expect something for nothing or next to nothing. Hence when a stranger offered to sell him a new machine for \$5, Potter telephoned for the police. The bicycle proved to be one stolen from a rider in Waverly and the generous youth who offered it for sale is now spending three months at useful labor in the penitentiary.

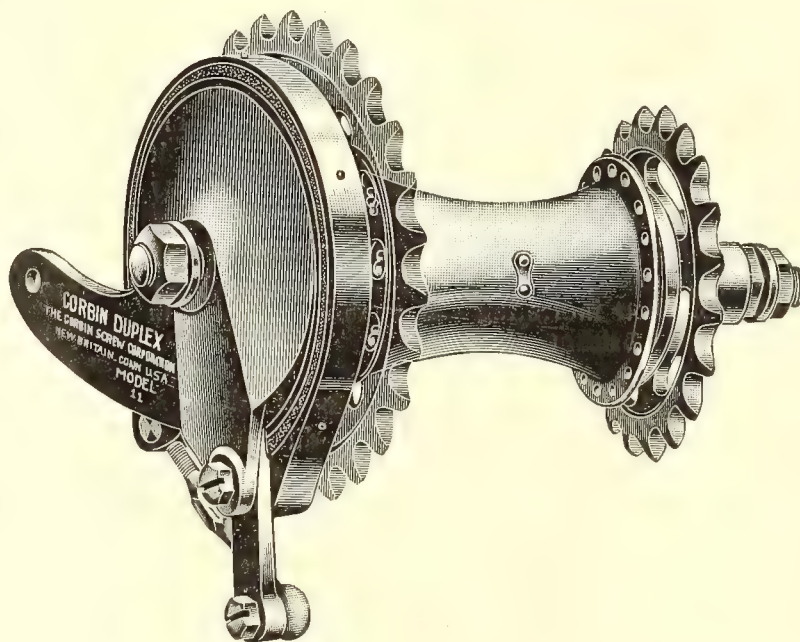
Incorporated for Motorcycle Delivery.

The Retailers Motorcycle System is the style of a company incorporated last week under the laws of Indiana to transact a delivery business. Its capital stock is \$10,000, and its incorporators are Joseph, Irving D. and Constance M. Hamilton.

If it's a Band Brake you want
we now can supply that, too.

For
Belt or Chain Drive Motorcycles

Any chain line; any sprocket.



It's a Corbin
and Corbin quality and Corbin workmanship are all there.
Not an Experiment.

Thoroughly tested and its efficiency and durability proven
by the hard use of thousands of riders.

QUOTATIONS ON REQUEST

CORBIN SCREW CORPORATION

LICENSED COASTER BRAKE MANUFACTURERS.

NEW BRITAIN, CONN., U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 11, 1909.

"Enclosed is check to be applied to my subscription. I have been reading the Bicycling World for several years and it now seems impossible to get along without it, which, of course, I will not try to do."—L. Hall, Hall Motorcycle Co., Waco, Tex.

About the Pope Memorial.

When we penned our poor tribute to the late Col. Albert A. Pope and suggested the creation of a fund for the erection of a memorial to the man and his truly great and masterful works, we confess we expected quick and generous response. It seemed that the bare suggestion of such a deserved and worthy project should have caused a ready outpouring of subscriptions, both large and small. That practically nothing of the sort occurred is reason for amazement—it is incomprehensible.

There are thousands of those who once knew Col. Pope well, if not intimately, and thousands more who were associated with him or his works who no longer are within reach of the Bicycling World's voice, but very many still are within weekly hail and it is possible that like Mr. Will R. Pitman, whose letter is printed in another column, they have delayed individual action, awaiting the nature of the responses of their fellows. But there remains no cause for such

delay. Let each give according to his means. The main point to be attained is that the man and his achievements shall be fittingly and enduringly marked.

The suggestion having been made, it would be indeed a shame on all of us who have to do with bicycles that it should be suffered to fall on barren soil. It is incredible that the man who builded the cycling industry, who so freely and without stint poured out his strength, his soul, his wealth in every cause that served the cycling interests and all of them—it seems scarcely possible that his great work is to be permitted to pass unrecognized, or that the great chieftain and master builder himself is so soon forgot. It is not possible that those who have to do with bicycles, or who had to do with them, are insensible or unappreciative of all that Col. Pope conferred upon them; it is not possible that they must be written of as ungrateful or indifferent to any effort that would pay enduring tribute to the memory of him who none will gainsay was the man who rendered possible any prosperity or any achievement which fell to their lot.

There is no man who makes or sells or rides a bicycle or who ever made or sold or rode one, who cannot with honor to himself add his mite to the fund for the proposed Pope memorial. Therefore let us erect it in good season. The start has been made. The Bicycling World has subscribed \$100; Mr. Will R. Pitman has subscribed \$5; the Messrs. John S. Leng & Sons Co. have pledged their financial support. It is for **you** to do **your** part, and now is the time to do it. If you cannot give much, give little.

Almost to the day of his death it was Col. Pope's wont to say that he was the friend of any man who rode a bicycle, and he meant it; and he proved himself the first friend and easily and often the best friend that cyclists ever possessed. He proved it in large ways. They cannot now do more to prove themselves worthy of such friendship than by assisting in the erection of such a memorial to Albert A. Pope as will stand as lasting evidence of the fact. We await **your** check or your subscription in whatever form.

The Charm of Autumn Cycling.

One of Nature's prettiest attributes is her habit of storing away glad little surprises for her children. That they should be surprises when the children continue to experience them year after year, is almost as

wonderful as the good things themselves. Of them all perhaps none is a greater surprise than the keen stimulation of the crystal atmosphere in the early and late fall of the year. It vitalizes and energizes the system as nothing else can do, and its invigorating quality is so subtle that it is all unsuspected until its effect begins to be apparent in a sudden and renewed enjoyment of all the things of life. In the bicyclist and motorcyclist it breeds a spontaneous and overwhelming desire for the road, and its impulse is one not to be lightly cast aside.

But though the travel lust becomes insistent every year, early or late in the fall, and always pops up unexpectedly of a bright, cheery morning, it is a curious fact that only a very small proportion of the vast army of cyclists gain a point or two from experience and profit by past history in arranging ahead of time to satisfy the craving. There is plenty of truth in the doctrine that what the normal system longs for is good for it. The wish to follow the winding road, pick up the little hills and coast down the long ones, is a natural appetite which it is well to satisfy. It happens often that the cares of daily life prevent the entire setting aside of routine occupation just because of a wish for travel. But such is not always the case. And usually by a little forethought, some way may be found to get out of business for a week-end, a day by itself here or there, or even a week or so.

It is a cause of almost annual remark that the cycling season hangs on later in the fall than that of almost any other outdoor sport. Happy is the cyclist who is able to continue on the road until such time as the closing in of the era of heavy winds and prolonged storms makes life outside the home walls unpleasant to all save those whose avocation has inured them to it. Throughout the latter part of the year is afforded opportunity for an extension of the vacation season, hardly less enjoyable than the continuous holiday itself, and far more beneficial, because taken in limited amounts and without the chance of undue fatigue. To enjoy it, there must be planning done; the machine must be kept in order, supplies laid in stock, plenty of warm clothing provided for the cool days and cooler nights of autumn, and a careful survey made of routes; all to the end that when the call shall come, response may be as sudden and hearty as is the prompting mood.

CORRESPONDENCE

Pitman on the Pope Memorial.

Editor of the Bicycling World:

Your editorial of August 21st was a magnificent tribute to, as you well said, "The Master Builder," Col. Albert A. Pope, who it was my pleasure to teach to ride a bicycle nearly 33 years ago. I wish it were possible for every rider of bicycles to have a copy of your loving and eloquent tribute to my friend, for he was their friend as well as mine, and not even wealth gave him as much pleasure as to meet with riders of the bicycle, rich or poor, old or young.

I have waited patiently for a response to your suggestion for a memorial, and marvel that any man who is or was a manufacturer of bicycles, or that the thousands of his employes and agents can so soon seemingly forget and fail to respond to your suggestion. I say shame on them, and on the thousands who called him friend, that they have not added their mite that his life's work shall be so enduringly marked as always to be a pleasant reminder of one of the men who made life's pleasures the sweeter.

If you will accept my small pledge of \$5 towards the erection of the suggested monument, I am pleased to offer it, regretting only that I am not able to offer more. Every bicycle and good roads organization in the country should take up the matter and see that Col. Albert A. Pope, who made them possible years before their time, shall not be forgotten for all time.

I am honored in signing myself a friend of a man who never did a mean act, and who in the fiercest competition proved himself the master, and whose hand and purse was always open to further any good cause. And in closing, allow me to say, "Good-bye, Colonel; if possible may we meet again to renew one of the sweetest friendships the bicycle ever gave me."

Thanking you in advance for publishing this humble tribute of affection, I am, my dear sir,

Yours truly,

WILL R. PITMAN,
Sheepshead Bay, N. Y.

Lingenfelder's Trouble at Springfield.

Editor of the Bicycling World:

In all probability you have heard about or seen the races at Springfield on Labor Day, and noted the poor showing of Lingenfelder on his N. S. U. against Derosier.

The performance was indeed surprising, on account of the slow time made in this race, especially in view of the fact that during the daily trials of the previous week Lingenfelder was doing the laps in 13 to 14 seconds with apparent ease.

At no time during the Labor Day events was Lingenfelder able to get the N. S. U. to do better than a mile a minute, which must have surprised everybody present, who had witnessed his previous tryouts at

Springfield, or noticed the wonderful performances of both man and machine in competition at Los Angeles, Cal.

Upon investigation for the cause of the N. S. U.'s poor showing, Lingenfelder found that some miscreant had stuffed the air intake of the carburetter with rags, which was unnoticed at the time, but which made a difference of 25 to 30 miles per hour in the machine's running.

This brings back the occurrence at Los Angeles of last spring, as in the Springfield incident, when it was seen that the N. S. U. was proving a dangerous rival, the carburetter and oil pumps were stolen to prevent the N. S. U. from competing.

We have no actual proof who has done all this unsportsmanlike and low down trickery, other than Mr. Lingenfelder's word, which, however, we have every reason to believe, owing to previous performances; however, we think that this matter should be given editorial comment of the most forcible nature, so as to both discourage further occurrences of this nature, and acquaint the general public with the facts.

We thank you for your attention, and sincerely hope that this matter can be given publicity.

N. S. U. MOTOR CO.,
A. H. Bartsch, Manager.

Various Causes for Loss of Power.

Editor of the Bicycling World:

On my machine I have a Thor $2\frac{1}{4}$ horsepower engine which, after running three or four miles, gradually loses power and speed, and after going a little farther stops. As I have cleaned the engine thoroughly there is no carbon in it. Will you kindly inform me what is the trouble and what is the best remedy?

SUBSCRIBER, Oakland, Cal.

[Carbon in the engine is not the root of all evil. Overheating usually is the cause of such trouble, and it can be caused by a dirty muffler as well as by poor oil or insufficient lubrication. Also, your batteries or valve springs may be weak or the valves may need grinding; there may be a partial obstruction in the feed pipe, or there may be an insecure connection, a "dead" piston ring or a "scored" cylinder.]

Why He Didn't Reach the Ocean.

Editor of the Bicycling World:

I shall feel very much offended if I don't see this in an early issue of your otherwise very excellent paper:

A young man from Goshen,

Once took a notion,

To go to the ocean;

But his motor wouldn't "mote,"

'Twas as stubborn as a goat,

And he didn't get a single explosion.

V. N.

Messrs. Leng Favor Pope Memorial.

Editor of the Bicycling World:

We have your issue of 21st inst., and have read with great interest your leader

COMING EVENTS

September 11, Elizabeth City, N. C.—Elizabeth City Motorcycle Club's race meet; open.

September 12, New York City.—Century Road Club of America's pleasure trip to Rye Beach and return; open.

September 12, Valley Stream, N. Y.—Long Island Division, Century Road Club Association's 20 miles handicap road race; open.

September 13, Topeka, Kan.—Topeka Bicycle and Motorcycle Dealers Association's race meet at fair grounds track; open.

September 18, Syracuse, N. Y.—Motorcycle races at State fair; open.

September 19, Jersey City, N. J.—Columbia Road Club of New Jersey's 50 miles pleasure trip; open.

September 19, Valley Stream, N. Y.—New York State Division, Century Road Club of America's annual 100 miles road race; open.

September 23, Chillicothe, Ohio.—Motorcycle races under the auspices of the Order of Owls; open.

September 27-October 2, New York.—Motorcycle Racing Association's six day amateur race on Brighton Beach track; open.

October 10, Little Rock, Ark.—Motorcycle races at fair grounds track; open.

October 27, 28 and 29, Dallas, Tex.—Motorcycle races at State fair grounds track.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of \$1 per inch.]

REOPENING
STADIUM
CLIFTON, N. J.

SUNDAY, SEPTEMBER 19, 1909.

FOUR AMATEUR EVENTS.
\$100 in Prizes.

NO ENTRY FEE

but entries must be in hand by
Wednesday morning.

Address:
TOM ECK, Clifton, N. J.

on the late Col. Albert A. Pope. We thoroughly endorse all that your article says. It was our privilege to know Col. Pope personally, and our business relations with him and his manufactures, have been intimate for a long period of years. We gladly record our name for being willing contributors for the proposed memorial for Col. Albert A. Pope, and shall be ready to add to the fund whenever the proposed memorial is formulated.

JOHN S. LENG'S SON & CO.

HUYCK DOES 71 MILES IN HOUR

Creates New Record and Wins Championship Despite Two Stops—Derosier Beats Lingenfelder.

Fred Huyck, of Chicago, won two more national championships and placed another record to his credit at the Labor Day meeting, 6th inst., at the Springfield (Mass.) Stadium. He won the two miles and the hour titles, the struggle for the latter resulting in a new world's record being established, Huyck covering 71 miles, 1 lap and 75 yards in the 60 minutes, a performance excelling everything else of the

was quite different, which Lingenfelder maintains in part was due to his machine having been tampered with.

The events did not fill well, the opening event, a three miles amateur race, having but two starters. At the gun Charles Gustafson, Jr., took the lead, with W. A. Lawson trailing, but on the second lap Lawson woke up, and overhauled his rival. Gustafson, however, came again and won easily in 4:09½.

In the two miles amateur championship Huyck, Gustafson, Charles Spencer and A. G. Chapple were the contenders. Huyck made the quickest start, but the others had the crowd on its feet cheering madly by bunching at his rear wheel. He could not shake them, but nevertheless was able to

along to the finish, the heat being Derosier's in 4:09½.

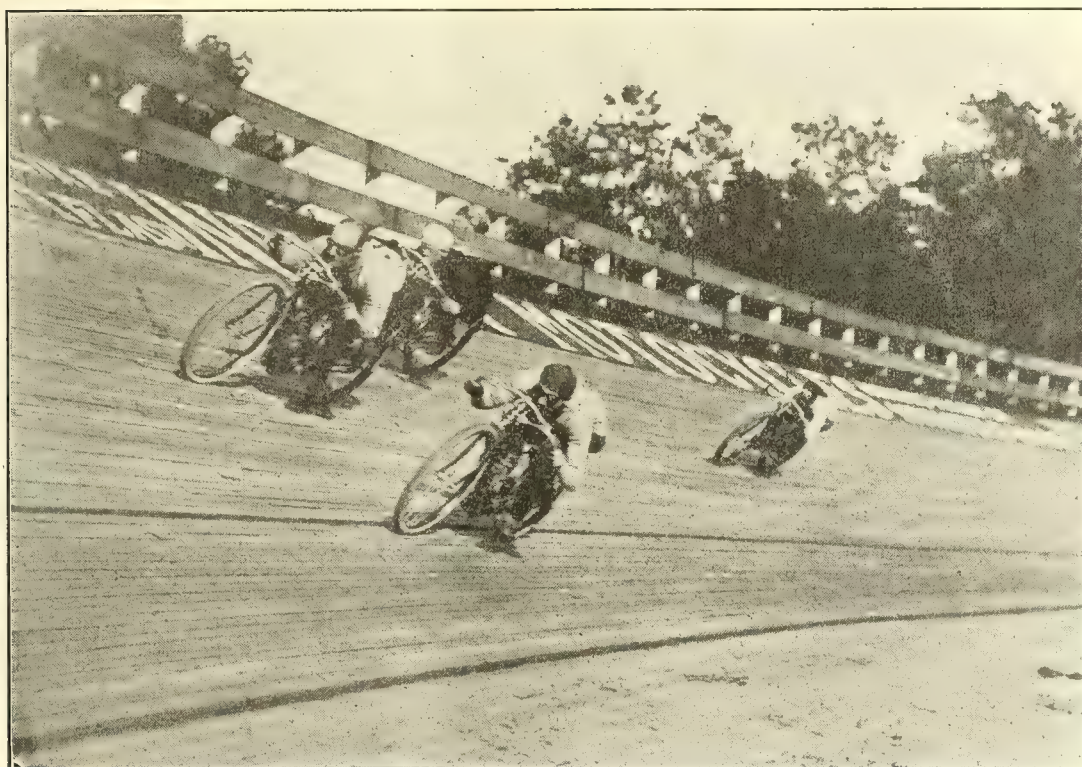
In the second heat the running was much the same as in the previous heat, Derosier having things all his own way and lapping his opponent in the third mile. A mistake was made in flashing the red flag for the finish at the 14th instead of the 15th lap, and when Lingenfelder discovered what had happened he demanded that the heat be re-run. This was done, but the Californian seemed to go slower than before, the Springfield rider lapping him twice before it was over, in 4:05. Later Lingenfelder asserted that he discovered that somebody had stuffed the air inlet of his carburetter with rags and thus slowed his engine.

In the five miles for amateurs, best two in three heats, as next announced, the start was the most perfect of the whole afternoon, with Huyck, Spencer, Gustafson and Chapple all on even terms. Gustafson drew slightly ahead after the gun, with Spencer at his side. At three miles Spencer moved up even and then gained a slight lead, while Huyck and Chapple came pounding along in the rear. Near home, however, Gustafson again forged to the front, beating Spencer to the line by a narrow margin, with Huyck in third place. The time was 4:23. In the second heat Chapple jumped in front and tried to make a runaway, but the others soon pulled him down, Spencer making the pace for one lap. Then Huyck got busy, spurting for a lead, which he held until the last lap, when Spencer nosed him out at the finish, in 4:35½, with Gustafson third. Again in the third heat Chapple made an early bid, but Spencer, followed by the other two, chased him with such success that all three passed him. Spencer fought off every challenge and held his advantage to the end, with Gustafson second and Huyck third, the heat being the fastest of the three, 4:21.

It was a lucky thing for the big crowd of spectators and for Fred Huyck that the one hour championship, which was given to Springfield after the Indianapolis track was found unfit for it, was held on September 6 instead of September 14 or afterward, because the new rules forbidding amateurs to change mounts during a race go into effect on the latter date and he would have been obliged either to quit at the 21st mile or stay off the track during the long delay incident to having his machine repaired after his chain broke, which would have robbed the race of its feature and the spectators would have lost the sight of a spectacular flight. When the accident happened, however, he fortunately escaped a fall and took another machine, the change requiring a full minute, despite which his long lead was not entirely overcome. At the 25th mile he went back for his old machine, during which time he lost two laps, but the lead he had accumulated was sufficient to hold him safe.

Huyck had taken matters so indifferently in the heat race that his riding in the hour championship, which was of a very different

AN INTERESTING MOMENT DURING THE HOUR CHAMPIONSHIP



SPENCER, CHAPPLE (ON POLE), GUSTAFSON, HUYCK

kind that has been done on circular track or straightaway. As a matter of fact, Huyck did not actually ride a full hour, having been obliged to dismount and be off the track for a whole minute or more because of a broken chain. As a further element of good measure, for the benefit of skeptical commentators on both side of the ocean, it may be pointed out that the three lap board saucer measures 7 feet 8 inches more to the lap than is necessary, or 23 feet more than the required 5,280 feet to the mile, so that Huyck really traveled over 1,600 feet further than the figure officially ascribed to him.

The meet also saw the reappearance of Jake Derosier, who has recovered from his Indianapolis injuries much more rapidly than at first was announced would be the case and is now pronounced entirely well. He was matched against Edward Lingenfelder, the Los Angeles professional, who was his rival when he fell at Indianapolis. At Springfield, however, the result

stand them off clear to the finish, where Gustafson got second and Chapple third. Huyck's time was 1:33¾.

Derosier naturally was a big favorite when the time came for the first heat of his five miles professional match race against Lingenfelder, but the crowd hoped for a rousing battle between them as the western crack had been heralded as a whirlwind and his exploit in "putting it on" Derosier at Indianapolis had been given wide circulation. When Derosier appeared with his big Indian he was given a rousing cheer and a hearty round of applause, and Lingenfelder, when he stepped up to his equally big N. S. U. was accorded a welcome. Hardly had the race started when it was seen that Derosier had nothing to fear, as he drew away when he pleased. In the fourth mile he went clear around the Westerner and tagged him from the back, while the spectators yelled themselves hoarse in excitement. Lingenfelder slowed and seemed to be having trouble, but plugged

sort, gave rise to suspicion that in the former event he had not tried to win, which is a mild way of expressing an unlovely situation. In the title race, however, he tore off such a terrific clip that in the third mile he had lapped Chapple and in the eighth had done likewise to Spencer and Gustafson, the other two contenders. Chapple stopped at the sixth mile, but re-started, while Spencer and Gustafson stuck together in a see-saw battle. In the 13th mile Huyck lapped them again, and went out for another gain. Spencer, however, found a sprint that made it appear as though he would get back a lap from Huyck, but he soon slowed to his regular pace. Gustafson about this time stopped, but quickly resumed.

Fear and horror swept the crowd when in the 18th mile Spencer's tire was seen to come loose, but he cleverly brought his wobbling machine to a stop and climbed onto another. Meanwhile Huyck had been steadily breaking records from his second mile on, but in the 21st mile he had occasion to give almost as fine an exhibition of control as Spencer had done, the parting of his chain occurring at high speed.

After Huyck had ridden his substitute mount for four miles and then had changed back to his fixed-up old machine, he went stronger than ever, lapping the others repeatedly. At 55 miles he was 2 miles ahead of Spencer who had a long lead on Gustafson, while Chapple was out of it. Huyck completed 67 miles, the previous amateur record, in 54 minutes and spun the remaining 6 minutes at thrilling speed. Gustafson found the pace so killing that he quit shortly before the hour was up, but learning that there were only a few minutes more to go, he went on again and finished, thereby qualifying for a bronze championship medal. Huyck got the gold one, of course, and Spencer, despite his beating, himself bettered the old record, making 67 miles and 2 laps, and won the silver award. Gustafson was over 2 miles behind.

Comparisons with what previously has been done on a motorcycle in the hour disclose that Huyck not only broke his own world's amateur track record of 67 miles, but tottered the world's professional mark of 68 miles 1,380 yards, made by C. R. Collier, at the Brooklands track in England last year. In addition, he beat the time made at Florida last March when Walter Goerke established a world's amateur record for beach racing by going 69 miles in 58:25½. Huyck's time for 70 miles was 58:48½.

The figures that were made during the hour, at each five miles, are shown in the following table:

Miles.	Time.	Miles.	Time.
5	3:52½	45	37:39
10	7:42½	50	41:40½
15	11:36½	55	46:10½
20	15:31½	60	50:24½
25	20:54	65	54:32
30	25:13½	70	58:48½
35	29:20½	71 661 yds ...	60
40	33:22½		

All of the contestants save Lingenfelder

who was mounted on an N. S. U., rode Indians.

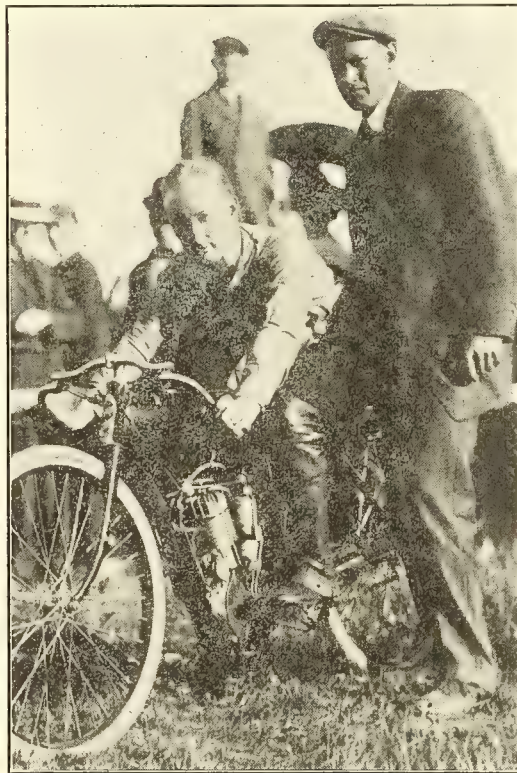
The summaries:

Three miles amateur—Won by Charles Gustafson, Jr.; second, W. A. Lawson. Time, 4:09½.

Two miles amateur championship—Won by Fred Huyck; second, Charles Gustafson; third, A. G. Chapple. Time, 1:44¾.

Five miles professional match race, between Jake De Rosier and Edward Lingenfelder—First heat won by De Rosier. Time, 4:09½. Second heat and race won by De Rosier. Time, 4:05.

Five miles amateur, best two in three



CHARLES SPENCER HELD UP BY HEDSTROM

heats, 45 cubic inches or under—First heat won by Gustafson; second, Charles Spencer; third, Huyck. Time, 4:23. Second heat won by Spencer; second, Huyck; third, Gustafson. Time, 4:35½. Third heat won by Spencer; second, Gustafson; third, Huyck. Time, 4:21.

One hour national championship, amateur—Won by Huyck (71 miles 1 lap and 75 yards); second, Spencer (67 miles 2 laps and 50 yards); third, Gustafson (65 miles ¾ lap).

Lowell Races Postponed Until Today.

Lowell, Mass., Sept. 10, (by wire).—Owing to the prevalence of a heavy mist, the mile trials and road races which will constitute the motorcycle part of the Lowell speed carnival and which were fixed for today, have been put off until tomorrow (Saturday).

The postponement probably will prove a good thing for "motorcycle day," as all of the cotton mills hereabout will close tomorrow, thus permitting their thousands of operatives to witness the sport. The two days of automobile racing attracted tremendous crowds, fully 150,000 people lining the circuit of 10.6 miles each day.

The Merrimac Valley course, as it is styled, is in many respects an ideal road race course and it is well oiled and in fine condition; it is not impossible that the motorcycles will be able to eclipse the times made by the automobiles as they have never before been raced on such a course or under such protection and perfect management.

The Lowell carnival is a high-class and truly great affair and had its importance and magnitude been fully realized by motorcyclists, the pending road races would have had them on the tiptoe of expectancy. There are some 20 riders for the several events, the chief of which will be a 10 lap race, 106 miles.

Ross Again Routs His Rivals.

Judging from their actions at the motorcycle races held at the Latonia (Ky.) track on Labor Day, a certain coterie of Cincinnati riders' ideas of sportsmanship are badly warped. There were two 10 miles handicaps and Olin Ross, on a 5 horsepower Indian, won both of them. For the past four years Ross has captured every race held at Latonia and this aroused jealousy among some of the local riders, which resulted in a petition being circulated to have Ross barred from the first race, open to machines not exceeding 38.61 cubic inches piston displacement. The effort was unsuccessful, however, and Ross riding from scratch, trimmed the field good and plenty, registering 13:03. Warnstadt, on a 3½ horsepower Indian, was second, and Collins, on a 3½ horsepower Merkel, was third. In the second race, for machines up to the 61 cubic inches limit "specials" were used against Ross, but he again upset calculations and came home first in 11:20, and incidentally lowered his old mile record for the track by 11 seconds, the new figures being 1:03. Lucas (7 Thor), was second, and Bleigh (7 Merkel) third.

Garden Citys Keep the Berg Trophy.

For the second time the Garden City Wheelmen of San Jose, captured the second annual race for the Berg trophy, held over the San Leandro 10 miles course, near Los Angeles, Cal., August 29th. In the very first relay Carl Showalter drew a lead of 15 seconds and from that time until the finish his club mates did not have any difficulty in maintaining the lead. At the end the Garden City Wheelmen won by a comfortable margin. Their added time for the 50 miles was 2 hours 15 minutes 10 seconds, the Bay City Wheelmen being 3 minutes 13½ seconds behind. The real racing was the struggle for second place between the Bay City Wheelmen and the Berkeley Wheelmen that place not being decided until the final sprint of the last relay. The Berkeley Wheelmen lost by only three-fifths of a second. The Alameda Wheelmen were fourth. The Garden City Wheelmen's team was composed of Carl Showalter, E. Gillette, A. Moore, Willis Bryant, Charles Chaboya and W. Swords.

HUYCK BAGS BUNCH OF LAURELS

**Captures Ten Races and Lowers Two Records in Two Days Meet at Detroit—
Bernard Wins 15 Miles Open.**

Two track records and ten firsts in eleven starts was the large bag which Fred Huyck and his Indian gathered as a result of their visit to Detroit on the 2d and 3d insts. for the two days meet of the Detroit Motorcycle Club at the State fair grounds mile track. On the first day the Chicago flyer took five straight and was leading in the 15 miles handicap when his gasoline pipe became disconnected, forcing him to quit. Respect for his prowess was shown by his being placed on the honor mark in the handicaps, but his victories were won practically before he started, as most of the contestants were local men and were outclassed, Harvey Bernard, of Milwaukee, showing up as his most formidable rival and capturing the one race he lost.

A couple of minor accidents enlivened the first day's racing, but fortunately they were not of a serious nature. In a preliminary workout Fred Harper (N. S. U.), a local man, who was making his debut as a racing man, went through the outer fence on the turn, and sustained a bruised arm and leg. The other unfortunate was Joseph De Gruchy, of Columbus, O., who lost control of his machine in the 15 miles handicap and was thrown. He was unconscious when picked up, and his fall resulted in severe bruises.

Joseph Leverton (Merkel), riding from scratch, won the 5 miles handicap for club members in 6:41½. Butler, on an Excelsior, with 1 minute allowance, was second. Huyck scored 100 per cent. on the final day, winning every event in which he started. In the mile trials he made the circuit in 51⅓ seconds, new figures for the track. The 10 miles event saw another alteration in the track's timetable, Huyck again being responsible for the fracturing of the old mark. He replaced it with 9:19⅓, and could have done better if necessary. Bernard, on a Harley-Davidson, was the only man who could get within striking distance of the Windy City cyclone, and his motor suffered a weak spell which set him back to third place, Leverton, of Detroit, taking second. Huyck finished two miles to the good.

On the second day Harper, who was injured the day before, was back on deck, and showed his grit by taking the novice race from Butler, on an Excelsior after a hard tussle. Hugo Meihbier (Excelsior) killed time to the best advantage in the quarter mile slow race, using up 45 seconds. Over half of the starters stalled their engines at the start and were disqualified. That Harvey Bernard knows how to chew fast as well as to ride to win, was shown by his victory in the novelty event, where rapid

mastication of a pie contributed to the "novel" part of the contest. The summaries:

First Day—Thursday.

Five miles, for machines not exceeding 25 cubic inches piston displacement—Won by Huyck, Indian; second, Thomas, N. S. U.; third, De Gruchy, N. S. U. Time, 6:02.

Five miles, for machines not exceeding 61 cubic inches piston displacement—Won by Huyck, Indian; second, Leverton, Merkel; third, Burman, Indian. Time, 5:23.

Miss and out, single cylinder—Won by Huyck, Indian; second, Bernard, Harley-Davidson; third, Butler, Excelsior; fourth, Case, N. S. U.; fifth, Treahy, Harley-Davidson. Time, 5:20.

Five miles open, handicap—Won by Huyck, Indian (scratch); second, Treahy, Harley-Davidson (25); third, Butler, Ex-



FRED HUYCK

celsior (35); fourth, Burman, Indian (scratch); fifth, Brown, Excelsior (35). Time, 5:20½.

Unknown distance, for machines not exceeding 61 cubic inches piston displacement—Won by Huyck, Indian; second, Bernard, Harley-Davidson; third, Leverton, Merkel; fourth, Burman, Indian. Time, 2:56. Distance, 3 miles.

Five miles handicap, for club members—Won by Leverton, Merkel, (scratch); second, Butler, Excelsior, (1:00); third, Thomas, N. S. U. (1:15); fourth, Brown, Excelsior (1:00); fifth Adcock, Excelsior (1:00). Time, 6:41½.

Fifteen miles open, handicap—Won by Bernard, Harley-Davidson (scratch); second, Butler, Excelsior (1:30); third, W. Treahy, Harley-Davidson, (1:20); fourth, Adcock, Excelsior (1:30); fifth, B. Treahy, Harley-Davidson, (1:30). Time, 15:19⅓.

Second Day—Friday.

Five miles, novice—Won by Harper, N. S. U.; second, Butler, Excelsior; third, Albus, N. S. U. Time, 6:43⅓.

Five miles, for machines not exceeding 48½ cubic inches piston displacement—Won by Huyck, Indian; second, Burman, Indian; third, Treahy, Harley-Davidson; fourth, Albus, N. S. U. Time, 5:06.

Five miles, single cylinder—Won by Huyck, Indian; second, Treahy, Harley-Davidson; third, Butler, Excelsior. Time, 5:24⅓.

One quarter mile slow race—Won by H. Meihbier, Excelsior. Time, 0:45.

Mile time trials—Huyck, Indian, 0:51⅓ (track record); Bernard, Harley-Davidson, 0:55½.

Unknown distance, single cylinder—Won by Huyck, Indian; second, Bernard, Harley-Davidson; third, Butler, Excelsior. Time, 9:26. Distance, 9 miles.

Three furlongs, novelty, for machines not exceeding 35 cubic inches piston displacement—Won by Bernard, Harley-Davidson; second, Thomas, N. S. U.; third, Butler, Excelsior; fourth, Adcock, Excelsior. Time, 1:00.

Ten miles, for machines not exceeding 61 cubic inches piston displacement—Won by Huyck, Indian; second, Leverton, Merkel; third, Bernard, Harley-Davidson; fourth, Treahy, Harley-Davidson. Time, 9:19⅓ (track record).

One mile against time—Fred Huyck, 0:51⅓ (track record).

Rain Curtails Wichita's Race Program.

Rain caused the abrupt termination of the Labor Day motorcycle meet at Wichita, Kan., after four events had been decided, of which the most interesting was the unlimited pursuit. It took Ray Washer, (Indian 3½ miles and 6:15 to pass the last man. The summary:

Two miles for twin cylinder machines—Won by Ray Hockaday, Indian; second, D. P. Randal, Indian; third, C. Andrews, Indian. Time, 2:39.

Two miles for single cylinder machines—Won by Max Wilson, R-S; second, Ray Washer, Indian. Time, 3:36.

Two miles match between Meyers and Sternberg—Won by Meyers, Excelsior; second, Sternberg, Indian. Time, 3:06.

Unlimited pursuit race—Won by Ray Washer, Indian. Distance, 3½ miles. Time, 6:15.

Three miles for machines of 3½ to 4 horsepower—Won by Harvey Barnard, Harley-Davidson.

Trio of Motorcycle Races at Rome.

Three one mile motorcycle races held at Rome, Ga., on Labor Day, resulted as follows: For machines not exceeding 3 horsepower—Won by V. H. Moss, Torpedo; second, F. L. Moore, R-S; third, Cliff Camp, Thor. For machines not exceeding 4 horsepower—Won by F. L. Moore, R-S; second, Ike Calloway, Excelsior; third, G. B. Sisson, Excelsior. One mile free-for-all—Won by Moore; second, Calloway; third, Moss.

Mail Carrier Wins at Elkhart.

One motorcycle race of five miles was included in the matinee of sports held under the auspices of the Elkhart Driving Club at Elkhart, Ind., on Labor Day. It was won by Vernon Yoder (Excelsior), a rural mail carrier, in 7:37.

MORE WORLD

AND CHAMP

G & J Moto

71 MILES IN

This is the remarkable record made by Freddie Huyco equipped with G & J Tires, when he won the F. A. M. one same date was also won on G & J Tires. As they previously victories make the G & J triumph complete.

These are notable additions to the G & J Roll of H

It also shows which tires are chosen by the best rid making such remarkable speed for so many miles. It show well, and above all absolutely safe and reliable.

Jacob De Rosier chose G & J Tires when he made his has ordered G & J Motorcycle Tires as equipment for his N. S Standards. Harvey Barnard takes no chances on any tires

The above only goes to show that that to get the most

G & J TIRE COMPA

Kansas City
Cleveland

Pittsburg
Los Angeles

Atlanta
St. Louis

Boston
Portland

'S RECORDS

NSHIPS FOR

cycle Tires

60 MINUTES

Springfield, Mass., September 7th, on an Indian motorcycle, national championship. The two miles championship on the one and ten mile titles at Indianapolis, the Springfield

more proof that G & J supremacy is incontestable.

When they go after records—when they risk life and limb in the tires must not only be resilient and fast but durable as

able record of one mile in $43\frac{1}{2}$ seconds. Eddie Lingenfelder riding machines, also Raymond Seymour who rides the Reading & J's on his big Harley-Davidsons.

You must use G & J Tires.

, Indianapolis, Ind.

Detroit
Chicago

New York
San Francisco

Denver
Buffalo

Philadelphia
Toledo, O.

MORE WORLD'S RECORDS

AND CHAMPIONSHIPS FOR

G & J Motorcycle Tires

71 MILES IN 60 MINUTES

This is the remarkable record made by Freddie Huyck, at Springfield, Mass., September 7th, on an Indian motorcycle, equipped with G & J Tires, when he won the F. A. M. one-hour national championship. The two miles championship on the same date was also won on G & J Tires. As they previously had won the one and ten mile titles at Indianapolis, the Springfield victories make the G & J triumph complete.

These are notable additions to the G & J Roll of Honor—more proof that G & J supremacy is incontestable.

It also shows which tires are chosen by the best riders when they go after records—when they risk life and limb in making such remarkable speed for so many miles. It shows that the tires must not only be resilient and fast but durable as well, and above all absolutely safe and reliable.

Jacob De Rosier chose G & J Tires when he made his remarkable record of one mile in 43½ seconds. Eddie Lingenfelder has ordered G & J Motorcycle Tires as equipment for his N. S. U. racing machines, also Raymond Seymour who rides the Reading Standards. Harvey Barnard takes no chances on any tires but G & J's on his big Harley-Davidsons.

The above only goes to show that that to get the most speed you must use G & J Tires.

G & J TIRE COMPANY, Indianapolis, Ind.

Kansas City
Cleveland

Pittsburg
Los Angeles

Atlanta
St. Louis

Boston
Portland

Detroit
Chicago

New York
San Francisco

Denver
Buffalo

Philadelphia
Toledo, O.

TOURING THAT TESTS ENDURANCE

But San Francisco's One-Legged Motorcyclist Delights in Mountain Roads—His Record 17,000 Miles in 1908.

Long-distance motorcyclists are by no means hard to find; they are scattered all over the map. But it is probable that it would be difficult to find a rider whose travels have taken him over more rugged and seemingly impassable stretches of country than have those of Charles C. Macy, who is manager of the Bekins Van & Storage Co., San Francisco, Cal. Macy is an endurancer of long standing, which

machine, which is a Thor twin, and that his equipment is a liberal one, as is necessary for the kind of riding he does. None of the mechanical part of the "pack" had to be disturbed during the trip, however, as he himself is authority for the statement that during the entire length of his recent journey, the motor never once missed, despite the fact of its heavy duty. As to the labors of the motor, just to mention rocky roads, brings appreciative memories to the minds of the experienced ones. But when the adventurer himself is quoted as stating that more than once he rode through dust which was up to the hubs of the wheels, no personal experience is necessary to reveal the nature of the task which the engine performed. During 1908, Macy



CHARLES C. MACY, A ONE-LEGGED MOTORCYCLIST

would not be so remarkable in itself were it not for the fact that he is possessed of but one limb. His tours are frequent and extended, while the strenuous roads encountered in the mountainous regions which he visits would prove anything but inviting to some motorcyclists blessed with the usual complement of legs.

One of his latest exploits was a trip to Lake Tahoe, a favorite resort just across the Sierras, lying half and half between California and Nevada, and marking the little corner where the Silver State begins to taper off. The picture shows him as he looked on his return to San Francisco. The trip was not the easiest thing imaginable, even as mountain trips go. But he followed it out, and liked it so well that he continued on his way to Carson City, which is well down beyond the lake to Reno, and Virginia City. The itinerary included some of the worst possible excuses for roads. The trip was made alone and unaided, up and down some of the steepest grades of the Rockies.

From the picture it will be observed that Macy carries his crutches strapped to the

covered just about an even 17,000 miles. This year he says he is going to ride all around his previous record.

Chicago to Have Motorcycle Cops.

Twentieth century police methods at last are about to reach Chicago, which is to say that the "Windy City" is to possess a squad of motorcycle patrolmen, or, such at least is the present revolutionary plan of the new chief of police, Le Roy T. Steward. Chicago has enjoyed the doubtful distinction of being the only large city in the United States which never has had either a bicycle or a motorcycle policeman and the new chief's decision to purchase 15 motorcycles as a nucleus for the new branch in the service is a high sign of an awakening.

New Bicycle Club in Perth Amboy.

The Pierce Bicycle Club has been organized in Perth Amboy, N. J., and the following officers elected: Henry Rasmussen, president; Walter Bowers, vice-president; Peter Mickelson, secretary, and Soren Sorenson, treasurer.

THE EXHILARATION OF CYCLING

More Pleasure in the Saddle Than in the Tonneau, Says One Who Has Tried Both—Its Renovating Influence.

"After 2,200 miles of motoring, it is quite refreshing to get upon a bicycle again; at least I found it so," writes a contributor to the Irish Cyclist. "After all, for purposes of health or exercise there is no comparison between the cycle and the motor car. The cyclist enjoys all the pleasures of the motorists plus exercise. I can personally testify that to sit in the tonneau of a good car for a whole week 'ain't all lavender.' The position is too cramped, even in the most comfortable motor, and if there is rain it is a good way to contract rheumatism.

"The cyclist keeps his blood circulating at such a rate that he avoids this risk—with ordinary caution and a good rub down—no matter how wet the elements may be. I can assure my readers that it was with feelings of real pleasure I got back again to the old despised bicycle. The contrast was most marked. A good cycle ride gave me more real exhilaration than the whole 2,000 miles of motoring. It was like a glass of champagne compared with a bottle of ginger pop. The one produced life and action, while the other was dull and flat from a personal point of view only. The bicycle ride made me perspire, it opened my pores, it enabled me to get rid of some of the avoirdupois which one picks up in the tonneau of a touring car. I admit motoring makes one eat and sleep, but man being a rational animal wants something more. His whole nature cries out for exercise. Unless he gets a fair amount he must be prepared for a premature end. This is exactly where the bicycle scores, and this is why I never could for a moment entertain the belief that motoring would ever oust cycling as a popular hobby.

"The pleasure of a good cycle spin after a long motoring jaunt is something too subtle for words. It is a stimulant fit for the gods—at least this is my experience. It is motion plus exercise, resulting in a physical fitness foreign to every motor car user. Try a good run after you have been cramped up for a couple of weeks in a car, and if you don't find the bicycle the sweetest thing on earth for getting about, then blame me for having misled you. Each pastime has its own particular attraction, but there is an indescribable something to be derived from a good fast cycle run on a fine summer evening that lifts one to the highest pinnacle of joyful exhilaration and supreme pleasure, while, from a health point of view, I am prepared to submit that the exercise of a week's consistent cycling is worth more to the individual than 10,000 miles of motoring, when the passenger does nothing but 'mote.' For this reason I felt glad to be back in the saddle once again."

CLARKE NEARER CHAMPIONSHIP

Kramer Beaten, Charges Teaming, but Protest is Ignored—Lawrence Sets up New World's Amateur Record.

With Frank L. Kramer having 25 points for the championship and with A. J. Clarke having 26 points, the scheduling of a quarter mile championship at the Newark (N. J.) Velodrome on Sunday, 5th inst., spelled a battle between them which would go far toward deciding which is to bear the coveted title of "National Champion," the next twelve months, and the packed grandstand and bleachers tingled with excitement and tensivity of feeling when De Mara, Kramer, Krebs and Clarke mounted for the starting gun of the final. As Clarke had ridden the fastest semi-final, his time for the quarter being $\frac{1}{4}$ of a second better than Kramer's, he was given the pole, with Kramer next and Krebs and De Mara outside. As the distance was only a lap and a half it meant speed all the way, and when the pistol cracked De Mara jumped from the upper bank like a catapult and took the lead at the first turn, with Clarke, Kramer and Krebs in a string.

Though having Clarke's wheel, as he intended, Kramer was worried because of being third, but he stuck there clear around into the backstretch. Krebs, who evidently had depended on Kramer to get forward earlier, then made a bid on his own hook, coming out alongside the East Orange flier and hemming him in just as the latter was ready to jump Clarke. The last turn found Kramer all at sea, trying to get through on the pole and then swinging high as Krebs dropped back and gave him room to go after Clarke on the outside. Down the stretch he made a magnificent battle, with De Mara still on the pole and Clarke in the center, but they were not waiting for him, and fairly flying, the three reaching the line in one rush from which the critical eyes of the judges selected Clarke first, De Mara second, Kramer third, and Krebs last. The time was $29\frac{1}{2}$ seconds.

Up went Kramer's hand as a sign of protest and when he had come around on his slow-down, he declared to the referee that De Mara and Clarke had teamed against him, saying that he heard Clarke tell De Mara to "Go on!" It looked like a rush of anger to the head, and those of the spectators close enough to get the drift of it hissed vigorously. Neither the crowd nor Referee Kelsey could see that Kramer's predicament had been the result of anything but poor generalship, and the angry rider was smilingly waved away. Clarke meanwhile grinned with satisfaction over the fact that he now had 31 points as against the 27 of Kramer.

A world's record for one-sixth mile in competition in the amateur ranks was set up by Percy Lawrence—chiefly because there

have not been any races of this kind held previously. The race was a one lap scramble, Lawrence leading John Brennan and Michael Ferrari over the line in 21 seconds.

Raw work characterized the one mile professional handicap, when some of the back men waited to pull the long markers. Fred Jones, from 150 yards, together with Hugh McPartland and John King, both from 160 yards, got a lap on the field by these kindly services, taking the first three places in that order at the finish. Clarke, Fogler and Root, who finished as named, were astonished when told that they would have to be satisfied with fourth, fifth and sixth money, respectively.

Boasting of his legs rather than his voice despite his name, T. Caruso took the one mile novice honors, while the two miles amateur handicap proved a victory for J. Bogle, of Rutherford, N. J., from the 190 yards mark, in 4:05. Chester Smith (160), John Hawkins (200), and John Petit (220) annexed the remaining three prizes.

Joy for the lesser of cash chasers was provided in two invitation races. The one mile enabled Fred Hill, Peter Drobach, Hugh McPartland, Thomas Smith and Al Triebel to consult the paying-off department, while the two miles made it possible for Fred West, Edward Rupprecht, Worthington Longfellow Mitten, Alfred Halstead and Charles Stein also to "step up to the captain's office" in that order. The summaries:

One mile novice—Won by T. Caruso, East Orange; second, G. R. Hawkins, East Orange. Time, 3:00 $\frac{1}{2}$.

Quarter mile national championship, professional—Won by A. J. Clarke, Melbourne, Australia; second, Walter De Mara, San Francisco, Cal.; third, Frank L. Kramer, East Orange; fourth, Floyd Krebs, Newark. Time, 0:29 $\frac{1}{2}$.

Two miles invitation, professional—Won by Fred G. West, San Francisco, Cal.; second, Edward Rupprecht, Newark; third, W. L. Mitten, Davenport, Ia.; fourth, A. Halstead, Sacramento, Cal.; fifth, Charles Stein, Brooklyn. Time, 5:50 $\frac{1}{2}$.

One mile handicap, professional—Won by Fred W. Jones, Passaic, N. J. (150); second, Hugh McPartland, Boston (160); third, John King, Newark (160); fourth, A. J. Clarke, Melbourne, Australia (scratch); fifth, Joseph Fogler, Brooklyn (20); sixth E. F. Root, Boston (25). Time, 2:00.

One-sixth mile open, amateur—Won by Percy Lawrence, San Francisco, Cal.; second, J. Brennan, N. T. V. W., Newark; third, M. Ferrini, B. V. W., Newark. Time, 0:21.

One mile invitation, professional—Won by Fred Hill, Boston; second, Peter Drobach, Boston; third, Hugh McPartland, Boston; fourth, Thomas Smith, Newark; fifth, A. Triebel, Newark. Time, 2:23 $\frac{1}{2}$.

Two miles handicap, amateur—Won by J. Bogle, Rutherford, N. J. (190); second, Chester Smith, Baltimore, Md. (160); third, John Hawkins, Hicksville, L. I. (200); fourth, John Pettit, Rockville Center, L. I. (220). Time, 4:05.

CHEERED AND JEERED THE RIVALS

Clarke and Kramer Delight and Then Disgust 7,000—Pursey Lawrence Wins His Last Amateur Race.

How quickly the affections of 7,000 racegoers may be won and lost by fair and methods of the other kind was brought home to Frank L. Kramer and A. J. Clarke in a striking manner at the Newark (N. J.) Velodrome on Labor Day.

After winning the plaudits of the crowd by putting up the greatest race ever seen at Newark, their personal enmity caused them to indulge in some loose jointed tactics in the five miles national championship, for which they each were fined \$25 and ruled out of the race.

All who witnessed it agreed that the two miles open eclipsed anything ever held at Newark. The early stages were of a commonplace order, and the "doings" did not commence until next to the last lap. Then Fogler went to the front with Clarke on his rear wheel, and Kramer tacked on to Clarke. At the bell Fogler generated more steam, and Clarke and Kramer still stuck to their posts. This order held until the trio entered the backstretch, when Clarke shot past Fogler and went to the front. Kramer also swung out and jumped, catching Clarke napping, and seemed about to go by. The "Rocket," however, saw him coming, and responded, both going down the backstretch neck and neck. The crowd roared with delight. Rounding the turn into the homestretch Kramer led by a few inches, both fighting their best. Ten yards to go and they were even. At five yards Clarke drew ahead and Kramer could not meet the issue. He was doing his best, and the Australian flashed over the tape six inches to the good. The fans went wild with glee. It was a clean fought race.

After this exciting exhibition it is beyond understanding why the two stars should have permitted their feelings to get the better of their good sense, and wipe out all the glory which they just had earned, which is exactly what they did in the five miles championship. In this event the field was sent away for a flying start, but Clarke and Kramer held back. They were soon lapped by the bunch, but still they loafed. The second time around the field was given the gun, and everyone supposed that Clarke and Kramer would tack on. But suppositions were vain, for Kramer still clung to Clark's rear wheel and Clarke merely crawled. They continued jockeying for three laps and when Referee Kelsey saw that they did not intend to race he ordered them from the track and assessed them \$25 each.

Meanwhile the crowd was expressing its opinion of their actions in no uncertain manner, but apparently the offenders did not hear them, for all the notice they took

of the censure. With Kramer and Clarke sulking Fogler beat out John Bedell for first money in a driving finish. Menus Bedell was third. The time was 10:44½. Kramer, who charged Clarke with "teaming," treated the fine as a joke and said he will remain close to East Orange before he will pay it, while Clarke expressed willingness to take his medicine, and to be on hand this coming Sunday.

While it has been no secret that he has been a cash collecting amateur for quite a while, the N. C. A. had kept its eyes closed to his offenses, but now that he has achieved the purpose for which he was "imported from the Pacific Coast, i. e., the winning of the amateur championship, Pursey Lawrence is ready to come out in his true colors and collect the coin openly and aboveboard for the first time, which is to say that he is about to become a professional. Percy rode his last race as an amateur and signalized the occasion by winning the unlimited pursuit race. His old rival, Jacob Magin, another amateur with "long green" inclinations, who also may take the plunge, was the last man to succumb; he was overhauled at 5 miles 2 laps. The time was 13:15½. A. Abbott captured the novice, and Chester Smith, with 50 yards, accounted for the half mile handicap. The summaries:

One mile novice—Won by A. Abbott, Newark; second, L. Schilling, New York. Time, 2:39.

Two miles open, professional—Won by A. J. Clarke, Melbourne, Australia; second, Frank L. Kramer, East Orange; third, E. F. Root, Boston; fourth, Joseph A. Fogler, Brooklyn. Time, 4:09.

Half mile handicap, amateur—Won by Chester A. Smith, Baldwin, L. I. (50); second, John Brennan, N. T. V. W., Newark (20); third, William Fenn, New York (60); fourth, Maurice Vanden Dries, New York, (20). Time, 0:59. Joseph Passenger, Newark (10), won, but was disqualified for riding inside the pole.

One mile match, between John Bedell, Lynbrook, L. I., and Floyd Krebs, Newark—First heat won by Krebs; time, 5:09. Second heat and match won by Krebs; time, 4:29.

One mile invitation, professional—Won by James Hunter, Newark; second, Teddy Billington, Vailsburg; third, Al. Triebel, Newark; fourth, H. E. Bleeker, New York. Time, 2:42.

Australian pursuit, amateur—Won by Percy Lawrence, San Francisco; second, Jacob Magin, N. T. V. W.; third, Ernest Jokus, N. T. V. W.; fourth, Maurice Vanden Dries, New York. Time, 13:15½. Distance, 5 miles 2 laps.

Five miles national championship—Won by Joseph A. Fogler, Brooklyn; second, John Bedell, Newark; third, Menus Bedell, Newark; fourth, E. F. Root, Boston; fifth, Walter De Mara, San Francisco. Time, 10:44½.

Two miles invitation, professional—Won by N. Anderson, Denmark. Time, 4:33.

MOTORCYCLE RACES STIR LA SALLE

Big Crowd Attends Initial Meet of Illinois Valley Motorcycle Club—Fisher Wins Five Contests.

Not in years had such a crowd packed the stands of the half-mile track at La Salle, Ill., as was gathered on Labor Day to see the first race meet given by the Illinois Valley Motorcycle Club, a comparatively new but vigorous organization composed chiefly of La Salle riders. Oakley Fisher, of Milwaukee, was the star of the occasion, and showed the rear of his Harley-Davidson



OAKLEY FISHER

to the home talent in each of the five events in which he was started; he might have done the same in the other three had they not been closed to him. As a result of the affair the club has banked a substantial sum to its credit as a club house fund and has announced that it will hold Labor Day race meets annually hereafter.

An event for private owners in a five miles handicap contest opened the program, which also contained a race for non-winners, making a well rounded and interesting card, and assured that no one rider could "hog" everything. Charles Sweger (Harley-Davidson) was announced as the winner of the private owners' race, in which there were eight starters, but E. F. Boenish (Indian) protested and persuaded the judges to reverse themselves in his favor, giving Sweger second and Charles Russell third. Fisher, on a Harley-Davidson, easily finished first in the next four events, with W. W. Ingram, of Rutland, Ill., sec-

ond in each case, and Joseph De Salvo, of Chicago, (Excelsior), third in two of the four finishes. Fred Haas was given a 1¼ miles handicap in the five miles for club members, the handicappers greatly underestimating the speed of his 2¼ horsepower Thor, as he came home in the lead with lots to spare.

The three fastest men of the previous events were pitted against each other in a mile race, Fisher again winning and making the best time of the day, 1:13. De Salvo beat John Powder for second place. The latter, however, won the last event of the day, the two miles for non-winners, his time being 2:59½. The summaries:

Five miles handicap, private owners—Won by E. F. Boenish, Indian (660 yards); second, Charles Sweger, Harley-Davidson (880 yards); third, Charles Russell, Indian (scratch). Time, 7:20.

Five miles open—Won by Oakley Fisher (Harley-Davidson); second, W. W. Ingram (Excelsior); third, Joseph De Salvo (Excelsior). Time, 6:10.

Three miles open, single cylinders, under 30½ inches—Won by Oakley Fisher (Harley-Davidson); second, W. W. Ingram (Excelsior); third, Ray Kemper (Excelsior). Time, 3:59.

Two miles open, single cylinder, flying start—Oakley Fisher (Harley-Davidson); second, W. W. Ingram (Excelsior); third, Ray Kemper (Excelsior). Time, 3:59.

Two miles open, single cylinder, flying start—Oakley Fisher (Harley-Davidson); second, W. W. Ingram (Excelsior); third, Joseph De Salvo (Excelsior). Time, 2:38¾.

Two miles open, free-for-all—Won by Oakley Fisher (Harley-Davidson); second, W. W. Ingram (Excelsior); third, Charles Russell (Indian). Time, 2:37¾.

Five miles handicap for club members—Won by Fred Haas, 2¼ Thor (1¼ miles); second, E. F. Boenish, 3½ Indian (660 yards); third, Charles Sweger, 3½ Harley-Davidson (660 yards). Time, 6:42¾.

One mile for winners of previous events—Won by Oakley Fisher (Harley-Davidson); second, Joseph De Salvo (Excelsior); third, John Powder (Excelsior). Time, 1:13.

Two miles for non-winners—Won by John Powder (Excelsior); second, John Preishi (Excelsior); third, A. A. Bakewell (Indian). Time, 2:59½.

"Bicycle Kleptomania" Visits Detroit.

An epidemic of "bicycle kleptomania" apparently swept over Detroit, Mich., on Sunday last, September 5, no fewer than eight cases of theft being reported to the police. The thieves were evidently experts, as in several instances where the stolen bicycles were recovered it was found that parts had been interchanged in such a manner that it was only with difficulty that the original owners could identify their property. After each bicycle had undergone the process of metamorphosis it was disposed of to a second hand dealer. None of the crooks were captured.

SUDDEN DARKNESS STOPS RACE

Motorcycle Match Affords Salt Lake an Extra Thrill—In Second Running Samuelson Defeats Whittler.

Salt Lake City, Sept. 4.—When F. E. Whittler agreed to allow T. E. Samuelson three laps in a five miles motorcycle race, at the Salt Palace saucer last night, he undertook a contract which he could not carry out. Samuelson's liberal margin probably was due to Whittler's confidence born of recent triumphs and underestimation of his rival's ability. However, Whittler did not fall far short of his estimate, for he whizzed along to such good advantage that he made up $2\frac{1}{2}$ laps and incidentally broke all the track records for five miles. He was clocked in 5:24, an average of 1:05. An unusual incident marking the contest caused much excitement, but fortunately resulted in no such disaster as the crowd feared might occur.

The race was started twice, owing to the lights giving out, shortly after the men were sent away the first time. Whittler had ridden 1 mile and 6 laps and was 1 lap to the good, when the illuminating plant struck work, and the track was plunged in darkness. Cries of horror went up from the crowd at the thought of the riders plunging around in the dark, but they brought their machines to a stop without accident. An emergency set of gasoline lamps, which were installed early in the season just for such a contingency, soon were put in commission. Because the officials wanted to give Whittler credit for the lap he had gained, Samuelson raised a howl so the race was restarted.

Due to what seemed like a bad start, Iver Lawson fell short by one second in his attempt to lower his mark of $23\frac{1}{2}$ seconds for a quarter mile unpaced.

After a long and well sustained pull Lawson won the three miles open lap professional from Downing by two lengths. The time, 5:47, was good. Hopper was third and Samuelson fourth.

Wells and Carslake went out to divorce the bunch in the second mile, and succeeded in separating themselves from the field half a lap, but were eventually overhauled by the back markers, who took turns at going after the deserters. After he had accumulated the first four laps at \$1 per, "Herpicide" Devonovitch evidently feared that the box office couldn't stand much more of a strain and scampered off to cash in.

Crebs discarded the frigid atmosphere which has enveloped him all season and won the mile handicap professional in clean cut fashion from the 80 yards mark in 1:48. Bardgett, Schnell, Hehir and Hopper were bunched in that order.

As usual, Phil Wright cleaned up in the amateur events. In the half mile open, McCormack's chances looked good, but he

relaxed a bit in the stretch, and Wright nailed him at the tape in a sensational sprint, winning by a tire in $0:59\frac{1}{2}$. Hume tried hard to go around on the outside, but didn't have enough steam to last, and Diefenbacher nosed him out for third place by a wheel. Starting from scratch in the two miles handicap, Wright mowed down a field of 16 and won out in a pretty sprint in $4:01\frac{1}{2}$. Thomas, Brodbeck, Mayer and Taylor registered in that order. Mayer was disqualified for not wearing a number, and probably will bear the lesson in mind in the future. He came on without one and was warned by Referee Conley to procure one before starting, but did not heed the caution. The summaries:

One-quarter mile against time—Iver Lawson, $0:24\frac{1}{2}$.

Half mile open, amateur—Won by Philip Wright; second, Hal McCormack; third, R. Diefenbacher; fourth, J. B. Hume. Time, $0:59\frac{1}{2}$.

One mile handicap, professional—Won by A. Crebs (80); second, W. Bardgett (70); third, F. Schnell (65); fourth, P. Hehir (25); fifth, N. C. Hopper (50). Time, 1:48.

Two miles handicap, amateur—Won by Philip Wright (scratch); second, L. Thomas (40); third, A. Brodbeck (50); fourth, A. Taylor (65). Time, $4:01\frac{1}{2}$.

Three miles open, professional—Won by Iver Lawson; second, Hardy Downing; third, N. C. Hopper; fourth, W. E. Samuelson. Time, 5:47.

Five miles motorcycle match between F. E. Whittler and T. Samuelson—Won by Samuelson (three laps); second, Whittler (scratch). Whittler's time, 5:24, breaking all local track records for distance.

Collins Toys with Dennis Connolly.

It wasn't Labor Day for Elmer J. Collins at Revere Beach, Mass., on Monday last. It was mere play, was the 20 miles race in which the Lynn motor chaser defeated Dennis Connolly, of Everett. James F. Moran had been carded as Collins's competitor in the event, but the Chelsea milkman failed to appear and Connolly was substituted. He was allowed a mile handicap and the additional advantage of windshields, but in spite of them his name was Dennis in more ways than one. Collins regained the mile allowed Connolly and led by two laps at the finish, winning the race with ridiculous ease.

Tom Connolly redeemed the family name in the amateur events, winning both of them, the two miles lap race and the 10 miles scratch, another Connolly figuring favorably in both events. The summaries:

Two miles lap race, amateur—Won by Tom Connolly; second, C. Hollander; third, C. Connolly; fourth, J. Farren. Time, $0:31\frac{1}{2}$.

Ten miles open amateur—Won by T. Connolly; second, Lamontagne; third, C. Connolly; fourth, Hayes. Time, 25:10.

Twenty miles motor paced match race—Won by Elmer J. Collins, of Lynn; second, Dennis Connolly, of Everett. Time, $30:27\frac{1}{2}$.

WET TRACK MARS BIG PROGRAM

Twice-Around-the-Clock Race at Salt Lake Called Off—Meet Resembles an Acrobatic Performance.

Salt Lake City, Sept. 6.—Through the ungraciousness of Jupiter Pluvius, who hovered over the city and left the faucets wide open all during Saturday night and Sunday morning, last night's meet, which was to have wound up the season at the Salt Palace saucer, was more of an acrobatic performance than a bicycle meet. If there was any rider who did not go down at least once during the evening, he was exceptionally lucky, for most of them had from one to eight tumbles.

Preliminary workouts soon revealed the condition of the track and the spills which occurred were a forerunner to what would happen when the races began. Manager Harry Heagren was between two fires, for he didn't want to break faith with the crowd, and neither did he want to see any rider's life snuffed out. He was particularly anxious to run the 24 hours race, and while Wilcox was willing to go on, Hardy Downing and W. E. Samuelson said that the track was too slippery and that they would not ride if they got the track for a prize. No one could blame them for not wanting to take a chance of shuffling off this planet under the existing conditions, so Heagren was forced to declare the twice-around-the-clock race off. There were a few cries of "rotten," "fake," and other derogatory terms at this announcement, but they were entirely uncalled for, as any fair minded person would agree. Heagren promised to give the fans a good card tonight, and those who paid their fare last night were given rain checks for the final session, which was announced for Monday.

The sprint races lacked action, for the riders were timid, but they tried to give the crowd, which was pretty slim, something for their money. The mile handicap, professional, was the curtain raiser, and the bunch got away nicely, but the back markers were wary about closing up. Crebs won from 80 yards in 1:49. The next in order were Palmer, Bardgett and Carslake. Just after finishing Carslake went star-gazing and the track slipped from under him. Bardgett, Duer, and several others also went sprawling over him, but no one was hurt, although Bardgett's bicycle was reduced to scrap and he was an unwilling spectator for the rest of the evening.

After several spills in which nearly every one went down, the field got away for the five miles amateur. McCormack got another meal ticket by taking first from Wright in a pretty sprint, and Taylor was third. The time was $10:45\frac{1}{2}$.

Spills cut down the field to five at the finish of the two miles open, professional.

With three laps to go Hopper hit the boards and Palmer, Senhouse and Hehir joined him, but no casualties resulted. The humor of the situation moved a wag in the grandstand to shout "Set 'em up in the other alley." Lawson rode a careful and heady race and won from Pye in 3:51. Schnell and Wells finished in that order.

Through a blunder of the checkers, and it is not the first time, Saxon Williams's efforts to break the two-thirds mile unpaced record, went for naught. Upon finishing he was given credit with having broken the record of 1:14½ by 2½ seconds, but on checking up the laps the officials found that he was shy one lap, so Heagren refused to allow Williams's figures to stand. The summaries:

One mile handicap, professional—Won by A. Crebs (80); second, W. Palmer (75); third, W. Bardgett (70); fourth, B. Carslake (60). Time, 1:49.

Five miles open, amateur—Won by H. McCormack; second, P. Wright; third, L. Taylor; fourth, R. Diefenbacher; fifth, A. Brodbeck. Time, 10:45½.

Two miles open, professional—Won by Iver Lawson; second, Ernest Pye; third, Frank Schnell; fourth, Fred Wells. Time, 3:51.

Two-thirds mile, unpaced against time, by Saxon Williams—1:12. Disallowed; did not ride full distance.

New Owners to Reopen Clifton Track.

For the fourth time since it was built some 18 months ago, the Clifton (N. J.) track has changed owners. It has been acquired by interests represented by Tom Eck and will be reopened on Sunday, 19th inst., with a card of four amateur events—for which no entry fee will be charged—and one professional race, a 10 miles open motor paced affair. Eck, who was associated with Jack Prince in the original management, states that cash was paid for the track and that all outstanding accounts have been liquidated, leaving it free and clear in every way. Eck's backers are two New York men, one of them in the theatrical business, who previously have not been identified with affairs of sport and who do not wish their names mentioned, although Eck has furnished them to the Bicycling World.

Thirteen Take Prizes in Texan Race.

Twenty-seven cyclists started in the first annual Labor Day road race from Houston, Tex., to Harrisburg and return, and of that number 13 finished inside the prizes. The race was promoted by George W. Beardsley, a local dealer. The first prize, a bicycle, was captured by Jesse Hines, who covered the route in 43 minutes flat. The other prize winners finished in this order: Jacob Fifer, 43:45 minutes; Stephen Banta, 49:30; Charles Jones, 49:45; Charles Weaver, 51:00; Jack Ralston, 51:30; Ernest Travieso, 51:45; M. Rawls, 52:00; Charles McHale, 52:30; Fred Reese, 53:00; R. H. Meyers, 53:30; Ernest Kohl, 55:30; A. Vaughn, 63:00.

WIND-UP OF SALT LAKE SEASON

Lawson and Wright "Officially Declared" Western Champions—Hegira of Riders Toward Eastern Tracks.

Salt Lake City, Sept. 7.—True to his word Manager Heagren put on a good card for the wind-up of the season at the Salt Palace saucer last night, and although the weather was cool after the recent rains, the crowd was a sizeable one. Saxon Williams made another attack on the two-thirds mile unpaced record, and although he tried hard to change the mark the best he could do was to equal it. Fred Whittler gave the crowd a few thrills in his match with T. M. Samuelson.

In the first heat at two miles, Samuelson, with an allowance of one lap, won, but Whittler set up new figures for the distance on an 8-lap track. He flashed around in 2:09½, and gave the spectators a chill by wobbling and running along within a foot of the east outer rail for a few yards. Many expected to see him crash through the barrier into the crowd, but he recovered himself and veered away. The second heat was Whittler's easily, in 2:14½, but the third heat was stopped before the finish owing to the tires giving out.

Albert Crebs had too much speed for Devonovitch, and trimmed the "Herpicide Kid" in two straight heats of a match. Brownie Carslake celebrated the wind-up by winning the mile handicap professional, his first victory since he bade adieu to the Antipodes. Bardgett got second, a half wheel ahead of Schnell, and Wilcox was fourth. The long markers set such a merry pace that the honor men could not close the gap. Iver Lawson captured the two miles open, professional, and Hardy Downing, who tacked onto Lawson's rear wheel, was towed into second place, although there was no intentional teaming between them. Pye nosed out Samuelson for third.

Phil Wright increased his already large lead in the amateur point table by winning the five miles open. McCormack was second and Brodbeck third.

Before the meet closed, Lawson was "officially declared" to be the western professional champion, and Wright was invested with the amateur title for the West. Lawson, Bardgett, Hehir and Pye left today for the East, and probably will be seen at Newark next Sunday. The summaries:

Match sprint between A. Crebs and T. D. Devonovitch—Won by Crebs, straight heats. First heat, half mile, time 1:22½. Second heat, three-quarters mile, time 2:22.

Mile handicap, professional—Won by B. Carslake (70); second, W. A. Bardgett (75); third, F. E. Schnell (65); fourth, S. H. Wilcox (50). Time, 1:49½.

Two-thirds mile unpaced, against time, by Saxon Williams—Time, 1:14½ (Equals record.)

Two miles open, professional—Won by Iver Lawson; second, Hardy Downing; third, E. A. Pye; fourth, W. E. Samuelson. Time, 3:44.

Two miles match motor race—First heat won by T. M. Samuelson (1 lap); second, F. E. Whittler (scratch). Time, 2:09½ (record for track). Second heat, two miles, won by Whittler, time 2:14½. Third heat stopped by tire trouble.

Five miles amateur—Won by Phil Wright; second, Hal McCormack; third, A. Brodbeck. Time, not taken.

Exaggerated Cruelty to Animals.

A well known gentleman took horse exercise daily, accompanied by a magnificent bloodhound until he conceived an enthusiasm for cycling, when he altered the program by leaving the bloodhound at home and taking as his companion a fine dachshund.

The pair were passing through a village recently when a laboring youth remarked to his "pal":

"If Oi wor proime minister Oi'd put a stop to this 'ere bicycling business."

"Why?" queried the other.

"'Cos it owt ter be stopt, if only for th' sake o' that dog as is a-puffin' along behind theer," rejoined the first speaker. "It ain't sport; it's cruelty to hanimals."

His companion disagreed and said he thought the dog benefited by the exercise.

"Exercise!" retorted the other, scornfully. "D'ye call that exercise? You never saw that dog afore 'is master started biking, did yer?"

"No, I didn't."

"Well," said the youth, "'e wor one o' th' finest bloodhounds you iver clapped heyas on—an' wot's 'e now? 'Is body's dwindled away to nowt, while 'is legs is worn clean darn to the stumps. Oi respect, it's cruelty ter hanimals."—Bystander.

Lemon Prominent on Pierce's Hill.

With both sides of the course lined with people, the first motorcycle hill climb in the history of Mahoning and Trumbull counties, Ohio, was held on Pierce's hill, near Lake Glacier, on Labor Day. In the single cylinder class, Lemon, on an Excelsior, was the winner in 31 seconds, and Jones on a similar machine was second. The event for multiple cylinders resulted in a tie between Steinfeld and Reese, on Thors, both of whom made the climb in 30 seconds. Reese captured the free-for-all in 21:7 seconds, the best time of the day. Lemon, Excelsior, was second, and Travis, Indian, third.

Mattituck Now Claims the Oldest Cyclist.

Mattituck—it's on Long Island—has just discovered it is another claimant for the distinction of harboring the oldest bicycle rider in America. He is Silas M. Hallock, 90 years of age, who is said to ride a bicycle every favorable day. A photograph of the old gentleman and his bicycle are in existence as evidence of his cycling activity.

ANNUAL WHEEL ABOUT THE HUB

Some of the Old Guard Still Refuse to Surrender and Stick to Pedaling—Rain Curtails the Ceremonies.

For the first time in 18 years, rain during one of the three days of the Boston Bicycle Club's Wheel About the Hub interfered with the ceremonies which annually attend that now almost hallowed function, which occurred September 3, 4 and 5.

The route of 30 years ago, from the original rendezvous in Roxbury, via Sharon and Readville, to Nantasket, was retraced by easy stages, but because of the downpour the exercises at the Grove of Pleasant Memories were necessarily and regretfully omitted. All others were scrupulously observed, not excepting, of course, the feast and the toddy at Hendrie's. The silent and standing toast to "The Absent Ones," always the most feeling of the ceremonies, was offered as usual and was rendered more impressive than ever before by the sounding of "Taps" by the club's original bugler, "Charley" Reed, now bearded and gray, on his original bugle, the call being taken up and repeated by a cornetist stationed out of sight in the distance. The innovation caused more than one old eye to glisten suspiciously.

In all other respects the run, as always, was one of mellowed and mellowing renewals of friendships and of rare enjoyment participated in by those cyclists and former cyclists, many of whom made history, on whose heads the ashes of their youth long since was sprinkled. The one exception to the rule was Kenneth Woodward, the son of George B. Woodward, the club's first president, who now is the head of the great Metropolitan Life Insurance Co. Young Woodward, now a man full grown, was the Boston Club's first junior member, and accompanied his father in the latter's automobile, for of late years, automobiles have been the more popular means of conveyance for the greybeards and for some who are not so grey, and who have no beards. Of course, "Papa" Weston, the founder and father of the old club, was there, but looking not so spry as of recent years. Dr. Walter G. Kendall, another of the original members and the captain of the club, commanded the run as of yore. Capt. Kendall and Will R. Pitman, who, although not one of the organizers of the club, dates from the year 1 BiCycle, were the two who represented that portion of the genuine old guard which has refused to surrender; they rode bicycles just as they rode them on the first Wheel About the Hub 30 years ago, and on each succeeding run. Charles W. Reed, the club's original bugler, attended the run after a lapse of years and brought his original bugle with him, but he tooted it not from a saddle, but from the cushioned seat of a motor car. None other of the parti-

cipants was a "Seventy-niner," though several arrived in a cycling sense soon after.

In addition to Kendall and Pitman those who pedaled bicycles were John C. Gulick, H. McGinley, J. B. Kelley, E. F. Kelley, Joseph Swan, J. Rush Green, Eliot L. Caldwell, C. C. Ryder, George L. Cooke and Henry G. Winn. Theodore Rothe rode the only motorcycle in the run. Those who rode in automobiles were the Messrs. Woodward, F. W. ("Papa") Weston, C. W. Reed, Abott Bassett, Elmer C. Whitney, M. M. Belding, L. Secor, H. Lee, P. W. Brooks, X. Z. Niess, C. J. Obermeyer, T. P. Hines, Edward Burbank, Quincy Kilby, W. H. Edwards, F. Stevens, Fred D. Irish, Fred Atwater, Andrew Peters, Frank P. Share, W. T. Peck and E. S. Hemmenway.

Toledo Tourist and His Views.

He blew into the Bicycling World office, his good-natured face burned as red as a cherry and his clothing—long trousers and Derby hat—bearing many signs of road travel. He said his name was —, and he had ridden a bicycle all the way from Toledo to New York, some 800 miles. He wanted the fact mentioned; it would "boom the bicycle business," he declared. Had he enjoyed any unusual experiences? No. What, then, was to be said of his journey? Mention of it would help the business he repeated. He was not exactly sure how it would do it, but it was his opinion nevertheless. Had he ridden in the clothes he was wearing? They were the very duds. Then all that could be said was that he had pedaled a bicycle from Toledo, the while wearing long trousers and a Derby hat, he laughingly was informed. His face beamed good naturedly. "All right; put it in that way. I don't care what you print, so long as the world talks about me."

How Bavaria Protects Its Cyclists.

An American automobilist touring in Bavaria has discovered that bicycle riders are treated with some consideration in Europe. The American's chauffeur accidentally bowled over a bicycle rider. He was not hurt, but his mount was broken, and the American woke up the next morning to find that his automobile has been confiscated until the question of damages was settled.

Club Formed to Lessen Punctures.

For the avowed purpose of securing more rigid enforcement of the city ordinance against throwing glass, wire, tacks and similar objects on the public highways, the Joliet (Ill.) Cycling Protective Association, has been organized. Dr. James McCoy is its president, and Bert Delancey its secretary and treasurer.

Shephard Heads Hemet Motorcyclists.

The Hemet Motorcycle Club has been organized in the California town of that name with the following officers: Earl Riesland, president; Lee Shephard, vice-president; H. F. Palmerston, secretary; Stanley Graham, treasurer.

L. A. W. RENOMINATES OFFICERS

Only One New Name on Ticket Presented at Annual Meeting—Tribute Paid to the Memory of Col. A. A. Pope.

The annual meeting of the National Assembly of the L. A. W. was held at Boston on Friday evening, September 3d, with President Meserole in the chair. Fifteen members were present, representing New York, Pennsylvania, Connecticut, New Jersey, New Hampshire and Massachusetts.

The report of the secretary showed a membership of 1,301. During the past year there has been a loss of 128 members, 15 of which were by death. The treasury showed all bills paid and a balance of \$123.73 on hand. An amendment was passed changing the date of the annual meeting to such a day between August 20 and September 20 and the president may elect and call. It was also provided that the president appoint a committee of one man from each state having a membership larger than five, whose duty it shall be to nominate candidates for the Assembly. It was furthermore provided that the election of national officers be conducted by mail vote previous to the Assembly meeting instead of afterwards, as is at present the case.

A nominating committee presented the following list of candidates to be voted for by mail vote of the assemblymen:

For president, Walter M. Meserole, of Brooklyn, N. Y. (present incumbent); for first vice-president, Fred Atwater, Bridgeport, Conn. (advanced from second vice); for second vice-president, Quincy Kilby, of Boston; for secretary-treasurer, Abbot Bassett, of Boston (twenty-third term); for auditor, George W. Nash, of Abington, Mass (present incumbent).

The president appointed as counsellor John C. Gulick, of New York City.

Resolutions of respect to the memory of Colonel Albert A. Pope, always a friend of the L. A. W., were offered by the secretary-treasurer and unanimously passed. It is not generally known that for many years the L. A. W. has occupied its office in the Pope building in Boston free of cost, due to the generosity of Col. Pope, who often helped the L. A. W. in many other ways.

The secretary-treasurer will during the coming winter renumber the members and the life members of the L. A. W.

Memorial Services for Col. Pope.

At the Pope Memorial Church at North Cohasset, Mass., which he builded almost opposite his summer home at that place as a memorial to his departed son, a service of respect to the memory of Col. Albert A. Pope was held on Sunday last, 5th inst. The handsome little edifice was crowded with his neighbors, business associates and with delegations from the several G. A. R. posts

representing his comrades of the civil war. Mrs. Pope and her sons and daughters occupied the family pew.

The services were conducted by the Rev. Cecil Harper, pastor of the church. He spoke briefly of Col. Pope's faith and trust in God and his fellowman. He told of Col. Pope's service for his country, of his giving of his means freely in the service of God and of his interest in the little memorial church and its services.

Gen. George F. Hall, a comrade of Col. Pope, and for years a summer neighbor of his at North Cohasset, gave a history of some of Col. Pope's valiant service for his country and for the old veterans upon their return from the war.

The service recalls a story of Col. Pope's idea of religion which shows also his breadth of character. It is related that a woman who desired to become a communicant of a church of which he once was an official had proved unable to satisfactorily answer some of the necessary questions and in her perplexity sought Col. Pope's assistance. He promised it and rendered it at a meeting of the church authorities.

"That woman is good enough to enter the Kingdom of Heaven," he declared with the great vehemence of which he was capable, "and if she cannot enter this church, I'll get out."

When he built the memorial church at Cohasset, Col. Pope declared that it was a place where any man might worship God as he pleased.

Motorcycling Leads to Matrimony.

Years ago when bicycle riding academies were as plentiful as motorcycle repair shops are now, romances culminating in the marriage of an instructor and his fair pupil and the subsequent inevitable honeymoon trip awheel furnished the papers with plenty of copy. New Bedford, which is in Massachusetts, now has set the fashion for the motorcycle romance and honeymoon. According to a press dispatch from there Miss Effie Woodsome, who now is Mrs. Arthur Elmer Robbins, and her husband have left for Halifax, N. S., to make a trip to New York on their motorcycles. Some time ago Miss Woodsome purchased a motorcycle and in looking for an instructor found one in the person of Robbins. After the first rudiments the rides continued longer than it took an instructor to give lessons and the culmination of the riding was when they were married. After the ceremony Mr. and Mrs. Robbins left for Boston, taking a steamer there for Halifax, from which city they will ride to New York, it is stated.

Leaping the Gap Ends Fatally.

When Nicholas Chefaloo, 30 years old, a bicycle trick rider, was leaping the gap on a structure 50 feet high on the opening night of the county fair at Crown Point, Ind., on September 2, the trap failed to work as Chefaloo shot out of the loop and he was hurled to the ground and killed.

TWO RUNAWAYS FOR ANDERSON

North Carolina Motorcyclist Heads Honor List at Bennings—Thomas Defeats Him in 15 Miles Handicap.

Despite the contention of some people to the contrary the Central Labor Union of Washington, D. C., evidently considers that motorcycle racing is a sport of men and not mere machines, and lent color to that assumption by including a card of five events in their program of sports, among which were a baseball game, a 10 miles foot race, and field events, all of which are in the category of accepted athletic contests and man-sport, and which were held at the Bennings track on Labor Day before a crowd of 15,000 people.



J. B. Anderson, of Elizabeth City, N. C., was the motorcycling star of the occasion; he bagged two firsts, a second and a third, after Walter House, on a Merkel, had romped home an easy winner in the three miles novice, leading Cross, on an N. S. U., by a quarter of a mile. Oretzel on an Indian, was third. The time was 4:16. Anderson's first killing came in the five miles for single cylinders, which he won by nearly a lap in 6:32. He rode a twin Indian. Samuel McPherson (Merkel) was the runner-up, and H. P. Shea, N. S. U., took third. The ten miles open for fully equipped machines was another runaway for Anderson, who won by a lap in 12:58. H. P. Shea (N. S. U.) was second, and William Shaw (R-S) trailed home third.

Anderson's colors were lowered in the 15 miles handicap, and by a man on a single cylinder at that, "Chick" Thomas, of Baltimore, doing the trick. Thomas was al-

lowed 4 minutes on Anderson, who rode a twin from scratch, and the lad from the Monumental City made such good use of his margin that the latter could not catch him. House (Merkel) who was given 2½ minutes, was third. The time was 16:18½.

The 20 miles free-for-all was the top-notch on the card and brought out a field of eight. Anderson took the lead, with Mangold (Indian), trailing him, but the Carolinian steadily pulled away and widened the gap, and was half a mile to the good at the 15 miles mark when his machine quit. After vainly trying to coax back its good humor, he changed to a single Indian, but meanwhile Mangold had lapped him twice and Shaw once, but Anderson was game and started to make up lost ground. Mangold won by half a mile, however, but Anderson made up all but 50 yards on Shaw. The summaries:

Three miles novice—Won by Walter House, Merkel; second, Cross, N. S. U.; third, Oretzel, Indian. Time, 4:16.

Five miles, single cylinders—Won by J. B. Anderson, Indian; second, Samuel McPherson, Merkel; third, H. P. Shea, N. S. U. Time, 6:32.

Ten miles for fully equipped road machines—Won by J. B. Anderson, Indian; second, H. P. Shea, N. S. U.; third, William Shaw, R-S. Time, 12:58.

Fifteen miles handicap, for machines not exceeding 61 cubic inches piston displacement—Won by "Chick" Thomas, Indian (4:00); second, J. B. Anderson, Indian (scratch); third, Walter House, Merkel (2:30). Time, 16:18½.

Twenty miles for machines not exceeding 61 cubic inches piston displacement—Won by Edward Mangold, Indian; second, William Shaw, R-S; third, J. B. Anderson, Indian. Time, 25:45.

Chapman Wins Motorcycle Road Race.

Among the sports held at Ft. Edward, N. Y., on Labor Day, was a road race for motorcycles from Fort Edward to Argyle and return, a distance of 14 miles. Chapman (Indian), won from scratch, with Van Pomer (Indian) scratch, second, and Burgess (Indian), 5 minutes handicap, third. The time was announced as 19 minutes flat.

Owls Promote a Motorcycle Meet.

Four motorcycle races will occur in conjunction with the automobile meet to be held at Chillicothe, Ohio, September 23, under the auspices of the Order of Owls. The program will consist of a five miles for 3½ horsepower machines, a five miles State championship, a five miles for racing machines, and an unlimited pursuit race.

Lawsuit a Sequel to Fatal Collision.

A headon bicycle collision in the park at Palo Alto, Cal., last May between Louis E. Gruell and A. L. Park, in which the latter was killed, has resulted in a suit for \$10,000 damages, instituted by Park's widow. Mrs. Park alleges criminal carelessness on Gruell's part.

FOR SIX DAYS MOTORCYCLE RACE

Professional Promoter Schedules Long Whirl for Brighton Beach Track—Limited to Three Men Teams.

Instead of a 24 hours race, which had been bruited for some time, and which would permit the acquirement of much necessary experience for longer flights, the first long distance event which ambitious motorcyclists have been invited to enter is a six days contest. It is billed to occur on the old Brighton Beach mile horse track in Brooklyn, N. Y., September 27-October 2, a period during which it is not uncommon for frost to fall.

As the law of New York forbids the promotion of 24 hours contests for individuals, the Brighton Beach affair, which has been sanctioned by the F. A. M., will be a three-man team race, the men relieving each other at will. It will be restricted to amateur trade riders, but events for private owners, trade riders and professionals will be run each afternoon. It also gravely has been announced that a feature of the meet will be the attacks on the "world's dirt track records," which of course is no record at all.

The affair is being promoted by the Motorcycle Racing Association, whatever that may be; it never before was heard of. Apparently it consists of John Kane Mills, whose name is the only one that has come to light. Mills is an energetic young man who now is in the bankruptcy courts for a large amount and who meanwhile has played the parts of professional race promoter and press agent, or "accelerator of sentiment," as his letterheads read. He promoted several automobile events, and for the purpose organized several high-sounding "associations" merely by printing titles on a piece of paper. He and his partner did fairly well until they undertook for a large round sum to manage the recent automobile race from New York to Seattle. The several automobile manufacturers' associations and the American Automobile Association opposed the race, and when Mills found trouble in getting the 20 entries which would have entitled him to a big bonus that had been promised by the Seattle Exposition people, he wrote the manufacturers' representative threatening to employ what he styled the "black hand" if they did not cease their opposition. That was Mills's finish. The race proved a fiasco and his firm dissolved and Mills since has done little "accelerating" of sentiment or anything else. His sudden entry into motorcycling, therefore, is somewhat, if not wholly, a surprise.

The Brighton Beach track, which is swept by chilling ocean breezes, is a dirt course which has been oiled and otherwise manicured with special dust-laying preparations for the several 24 hours automobile races

which have been held there, one of which will end a day before the motorcycle merry-go-round is slated to begin. The chairman of the F. A. M. competition committee has inspected the track and pronounced it safe and suitable. He also has stated that the new rules, which become effective next Tuesday, will be enforced, which means that no changes of machines will be permitted; nor, he says, will any entire substitution of parts be allowed.

The longest continuous motorcycle track race which has occurred to date was one of four hours duration, which took place six years ago.

"Death Defying" at the Wausau Fair.

Blazoned in posters with large type, red ink and exclamation points, motorcycle



JOHN SCHWISTER

racers constituted an important part of the program of track events for the Marathon county fair at Wausau, Wis., the first week in September. Unfortunately for the fair officials rain interfered with their plans and several days' racing had to be abandoned. On the 3d, however, a five miles "death defying" contest between a number of local riders was decided. John Schwister, Harley-Davidson, won, with Conrad Althem, Harley-Davidson, second, and Arthur Roller, Harley-Davidson, third. On the 5th three races were carded. Althern, Harley-Davidson, won a five miles race for single cylinder machines, with Tony Fehl, Harley-Davidson, second, and Arthur Roller, Harley-Davidson, third, and Ray Nutter, Thor, fourth. A five miles open went to Schwister. The concluding event, a three miles open, was won by Althern, with Schwister second, and Roller third. No times were taken.

MYSTERY IN A MOTORCYCLE FIRE

Empty Tank Belches Flame When Opened in a Baggage Car—The Blazing Car Sidetracked for the Firemen.

As the direct result of an attempt to rigidly enforce the railroad regulation against the transportation of motorcycles except when the gasoline tank is empty, an accident, of the identical nature against which the rule is intended to provide, was precipitated at Salem, Minn., a few days since. H. C. Webber, of Sioux Falls, decided to return from a motorcycle trip by rail and attempted to ship his machine in the baggage car. He was informed that the motorcycle would not be received aboard the train unless the tank was empty, which he declared was the case. The motorcycle was taken on board, and but for the zealotness of a conductor, all would have been well. The latter official, however, insisted that he would not take the responsibility of allowing the machine to remain in the baggage car, and Webber volunteered to show him that there was no gasoline in the tank. Going into the car Webber removed the cap from the fuel tank and immediately there was a puff and a burst of flame, which spread rapidly despite all that the trainmen could do to smother it. It was found necessary to uncouple the blazing car and drop it on a siding where the fire was extinguished by the Salem fire department. As gas in a tank does not rise out of it unless subjected to heat, exactly what caused the fire is not made clear.

Motorcyclist Killed by a Dog.

There is an old adage to the effect that a barking dog never bites, but it has remained for a bulldog in Indianapolis to prove that in many instances the "bark is worse than the bite." One man killed and a woman seriously injured is the canine's record to date. On the evening of September 2, Fritz W. Aldag was riding a motorcycle through Euclid avenue when a god, barking, ran from the sidewalk in front of the machine. Aldag attempted to avoid the animal and in doing so fell heavily. He was stunned by the fall, but refused medical attendance and continued on his way. Several hours later he was taken suddenly ill with a hemorrhage, showing that he had been internally injured, and died before physicians could be summoned. The day before Aldag was hurt, the animal dashed against the bicycle of Mrs. Lucy Allen, throwing her to the ground. She sustained a broken arm and internal injuries.

Ogden Police Make a Big Haul.

The police of Ogden, Utah, have begun a crusade against reckless riding. The first day's work resulted in arrests of more than a dozen persons, some of them for not having bells on their bicycles.

RAHWAY'S FURNITURE HANDICAP

It Terminates Appropriately in a Blanket Finish—Brooklynites Carry Off All the Parlor Suits.

As the only big road event occurring near New York City on Labor Day, Joseph McCollum's "sixth annual furniture handicap 25 miles road race" at Rahway, N. J., attracted a field of 73 starters, all anxious to get a piece out of the furniture distribution which gives the affair its name. Rumor has it that there is to be a wholesale sweep of matrimony in the ranks of the Empire City Wheelmen, of Brooklyn, as a result of the race, as the members of that club made a "killing" which will enable many of them to start up housekeeping, at least so far as parlor and bed room furniture is concerned.

Perfect weather and the biggest crowd that ever lined the St. George avenue course contributed to the success and enthusiasm of the affair, and it was a joyous victory for J. Struber, of the Empires, who outsprinted a bunch of ten in the rush to the tape. For not only did it mean a competitive triumph, but also a five piece suit of parlor furniture for him, from the stock of James McCollum, cycle and furniture dealer, who, as promoter of the race, contributed the first three position and first time prizes.

Such a blanket finish made it difficult for the judges to pick the order of winning, but out of the tagle it was found that H. F. Missimer and Patrick Deman, also members of the Empire Club, had acquired a five piece parlor suit and a three piece parlor suit, respectively, as winners of second and third places. Fourth prize, a telescope couch, also became destined for shipment to Brooklyn, though not to an Empire member, its future owner being Thomas A. Kennedy, a resident of the "bed room of New York." The silk floss mattress which constituted the fifth award was the only prize of the whole list that was not shipped out of town, Frank Weber, of Rahway, being the consignee of this luxurious slumber inducer. Nevertheless, not all the rest of the prizes went to Brooklyn, because Plainfield, N. J., had riders in the contest who took a good part of the remaining seven position awards, consisting of chairs, rugs and minor articles. None of the scratch men were successful. They took things too easy and under-estimated the pace set.

Two of the three time prizes were captured by Empire riders, Patrick Deman gaining title to his second parlor suit through making the distance in 1:02 $\frac{3}{4}$, his handicap of 1 $\frac{1}{2}$ minutes having enabled him to obtain the third position prize. Second time prize, a felt mattress, went to S. Haberle, of Plainfield, who finished seventh, while H. F. Missimer got a parlor chair to add to his second position prize assort-

ment, through making third best time. The results were as follows:

First, J. Struber, Empire City Wheelmen; second, H. F. Missimer, Empire City Wheelmen; third, Patrick Deman, Empire City Wheelmen; fourth, Thomas A. Kennedy, Brooklyn; fifth, Frank Weber, Rahway, N. J.; sixth R. Guttridge, Plainfield, N. J.; seventh, S. Haberle, Plainfield; eighth, Henry J. Murphy, Empire City Wheelmen; ninth, H. L. Lind, Empire City Wheelmen; tenth Frank Mehrman, Empire City Wheelmen; eleventh, Louis Sanders, Brooklyn; twelfth, P. Haberle, Plainfield.

Time prizes: First, Patrick Deman; second, S. Haberle; third, H. F. Missimer.

Toledo Road Race Rich for Mattimore.

In addition to finishing first in the 12 miles handicap road race held Labor Day, 6th inst., promoted by the Toledo Bicycle Dealers Association, and thereby winning a Racycle, Frank Mattimore captured two special prizes, one for the first rider of a wheel equipped with a coaster brake, and another for the first mail carrier to cross the line. Special prizes were given also to the first newsboy, the first messenger boy and the first collector who came in. Thirty-three riders started, and all but four finished in the following order: Frank Mattimore, handicap 6 minutes, time 35:15; Hehn, 6 minutes, 35:18; Beyers, 7 minutes, 36:30; Kies, 6 minutes, 35:35; Merrill, 4 minutes, 34:00; Frick, 4 minutes 34:30; Bennett, 37:35; Douty, 6 minutes, 36:48; Ed Gendron, 2 minutes, 33:01, Gendron winning the time prize. The others trailed in as follows: Fritz, Friedman, Flath, Seligman, Clemons, Hitchins, Riddle, Fetherstone, Rose, Anderson, Beverstock, Whimery, Corothers, Wilhelm, Thompson, Wyant, Bland and Mersing.

Wildcat Racing Results in Fatality.

Local and "wildcat" motorcycle road racing, which, despite two grievous accidents there, for some reason has flourished in the state of Indiana, particularly, finally has resulted in one of the tragedies which are invited by such illegal and half organized events. The fatality occurred during a race on the 1st inst., the route of which was embraced the main street of Milford, Ind., where what is termed a "street fair" was in progress. Harry Pearl, one of the contestants, was nearing the finish line when Jessie Lycitt, eight years of age, darted across the street and was struck by Pearl and instantly killed, her neck being broken. Pearl himself suffered a fractured collarbone. The accident ended the race.

Motorcyclists to Race at Syracuse Fair.

Three events for motorcycles will be included in the races carded for the third annual meet of the New York State Fair Association at Syracuse, Saturday, September 18, under the auspices of the Syracuse Automobile Club. The motorcycle races will consist of a five miles open, a ten miles open, and an unlimited pursuit race.

CYCLISTS THRILL THE CARPENTERS

Bicycle and Motorcycle Races Enliven Gathering of Chicago Woodworkers—Contests with Close Finishes.

Chicago, which has seen little or no track racing for a long time, was given a program of cycle and motorcycle events at the old Hawthorne horse track, on Labor Day, which did much to add interest to the otherwise dull field day of the Carpenters' Executive Council. In both the one mile open and the five miles handicap the cyclists provided stirring struggles and close finishes, while the motorcycle events gave William Staudt (R-S) the opportunity to shine as the star by capturing the five miles for singles and the 10 miles for twins. Guy Greene, the professional, who is under the ban of the F. A. M., again had the hardihood to present himself as an amateur, but the Chicagoans now are wise and did not permit him to compete. Following are the summaries:

One mile open, bicycle—Won by Ernest Kockler; second, Carl Carlson; third, Robert Dietrich; fourth, John Schleuter; fifth, Charles Steuckel. Time, 2:40 $\frac{3}{4}$.

Five miles handicap, bicycle—Won by John Schlubert (15 seconds); second, Ernest Kockler (scratch); third, Al Peterson (scratch); fourth, Carl Carlson (scratch); fifth, Otto Vaner (30 seconds). Time, 14:05.

Five miles open, single cylinder motorcycles—Won by William Staudt (R-S); second, William Brewster (M-M); third, Joseph Blankenheim (Blankenheim); fourth, Ernest Samuelson (Merkel); fifth, Benjamin Blankenheim (Torpedo). Time, 6:28 $\frac{1}{2}$.

Ten miles open, twin cylinder motorcycles—Won by William Staudt (R-S); second, J. A. Turner (Merkel); third, George Lyons (Indian); fourth, A. H. Crocker (Thor); fifth, Benjamin Benjamin (Armac). Time, 11:57..

Hanna Turns the Tables on Cantos.

Ever since the Fourth of July, the "champion of Florida," Joe D. Hanna, has been blistering under the defeat administered by a Cuban cycle rider, G. Cantos; but he feels much better now. For on Labor Day, Hanna got his revenge and again he is "cock of the walk" in Tampa and its vicinity. Previously he had not taken the trouble to do any training for the contest, but this time he was in fine condition when the two came to the line for the special two miles match race at the picnic of the Central Trades and Labor Assembly at Sulphur Springs, Fla. All the Cuban cigar makers around Tampa had their money on Cantos, and there was woe in their ranks when Hanna, riding a New England racer, in the last half mile along the shell road, passed and pulled away from the Cuban. Cantos, on a Racycle, tried hard, but failed to develop sufficient speed to close the gap.

STAUDER CAPTURES FIVE EVENTS

But the Rochester Motorcycle Club's Championship Goes to Forsyth—Close Finishes Mark Labor Day Meet.

Hurry-up preparations made possible a program of motorcycle races at Rochester, N. Y., on Labor Day, 6th inst., which gave a large crowd a fine afternoon's entertainment, close finishes being the rule. It was not until the preceding Thursday that the Rochester Motorcycle Club was able definitely to secure the Crittenden Park half-mile track, but by rapid work and rushing things the affair was whipped into shape and excellent sport provided by the club members, to whom the entries were confined. E. Stauder (Indian), was the lion of the occasion; he accounted for five of the eight events, but the coveted club championship went to C. B. Forsyth (Merkel), who also won the 10 miles for twin cylinder machines.

In the opening event, a three miles novice for single cylinder machines, there were but four starters. At the gun R. Bishop (4 R-S), drew a big lead, but Forsyth (3½ Merkel), gradually closed up and at the finish was only a half length behind. Although there were eight starters in the five miles for singles, the real race was between the leading four. Stauder and E. Vankeirk out in front had it nip and tuck all the way, as did McGill and Bishop, who followed about 200 yards back. Stauder, however, pulled away in the home stretch, Vankeirk getting second, with McGill third and Bishop fourth; the time was 8:10.

In the 10 miles for "twins" Stauder, on a 5 Indian, gained about 50 feet before the first turn was reached, and this lead he held for 19 of the 20 laps, when his gasolene gave out. Forsyth (6 Merkel) then hiked for home, with Freedman, a real motorcycle "cop," on a 5 Indian, at his heels, but unable to match him. Only three contenders appeared for the club championship, all of them with two cylinder mounts against which the single cylinder riders would not try conclusions. It was an easy victory for Forsyth. The summaries:

Three miles novice, single cylinder—Won by R. Bishop (4 R-S); second, C. B. Forsyth (3½ Merkel); third, L. Mertz (3 Thor). Time, 5:15½.

Five miles, single cylinder—Won by E. Stauder (3½ Indian); second, E. Vankeirk (3½ Indian); third, McGill (3½ Indian); fourth, R. Bishop (4 R-S). Time, 8:10.

Ten miles, two cylinders—Won by C. B. Forsyth (6 Merkel); second, Freedman (5 Indian); third, E. Stauder (5 Indian). Time, 14:54½.

Miss and out, single cylinder—Won by E. Stauder (3½ Indian); second, C. B. Forsyth (3½ Merkel); third, E. Vankeirk (3½ Indian).

One mile time trial, single cylinder, fly-

ing start—Won by E. Stauder (3½ Indian). Time, 1:33, breaking local track record.

Five miles handicap, double and single cylinder—Won by E. Stauder (scratch); second, Freedman (10 seconds); third, C. B. Forsyth (scratch); fourth, R. Bishop (30 seconds). Time, 7:36.

Five miles handicap, single cylinder—Won by E. Stauder (scratch); second, McGill (30 seconds); third, E. Vankeirk (15 seconds); fourth, R. Bishop (30 seconds). Time not announced.

Five miles club championship—Won by C. B. Forsyth; second, S. S. Siffing; third, L. Mertz. Time, 7:22.

Sumter Cyclists in Good Road Races.

Sumter, S. C., witnessed two good bicycle road races on Labor Day, thanks to H. L. Tisdale, a progressive local rider, who promoted them. As a preliminary to the big event there was a race for boys, the distance being about four miles. At the finish Spann Burkett, on a Crescent, and Deward Bultman, riding a Nassau, made an elbow to elbow sprint for the last 200 yards that brought them over almost together, the judges giving Burkett the decision by a shade. E. A. Dunne (Tribune) was third. The time was 20 minutes. For the men the distance was approximately 11 miles, and the contest proved "easy meat" for E. Lonnie Vogel, who, on a Special, made the five laps in 38 minutes and romped in far ahead of the field, and won the Columbia bicycle, which constituted the prize, despite a fall at one of the turns. Second honors were more bitterly contested, Fred Nigles and H. L. Tisdale, both on Columbias, fighting it out until the last 100 yards, when Nigles kicked a sprint that brought him over the tape a length ahead.

Motorcycles Save the Day at Erie.

Billed as the headliners at a mixed automobile and motorcycle meet promoted by the Erie (Pa.) Motorcycle Club on the 30th ult., Barney Oldfield and his fellow barnstormer, E. C. Crocker, put up a very tame exhibition, and the motorcycle events saved the day. The races, held on a half mile track, were witnessed by 5,000 people.

Eugene Gallagher, riding a Harley-Davidson, won the one mile open for single cylinders in 1:43. T. Anderson, Harley-Davidson, and George Frye, Merkel, finished in that order. W. R. Kellam, Merkel, captured the one mile open for twin cylinders in 1:33. Harry Reinholz, Thor, was second, and Charles Le Jeal, Indian, third. Le Jeal, with 150 yards, won the 5 miles handicap by 10 feet, from Kellam, scratch, after a see-saw battle which kept the crowd on edge. Reinholz, 75 yards, was third. Kellam turned the tables in the 10 miles handicap, and after a brilliant ride from scratch, captured the silver cup offered. Le Jeal was given 300 yards, and Reinholz 150. Kellam started to mow down the field and after overhauling Le Jeal in the 11th lap, won by an eighth of a mile in 15:15¼. Le Jeal was second and Reinholz third.

GOERKE EQUALS STUBBS'S RECORD

Time Trials at Wildwood Illustrate Effects of Windage—Honors Scattered in Three Speed Contests.

Although Raymond Seymour and Harry Klebes each captured an event at the meet of the Wildwood (N. J.) Automobile Club held on the boulevard of that seashore resort on the 6th inst., most of the glory was earned by Walter Goerke, who not only finished first in the race for big machines, but who in the mile trials equalled Robert Stubbs's straightaway record of 43¾ seconds, made on the Florida beach in March last. Each contestant was given two trials, the first against the stiff wind which prevailed, and the other with the course reversed and the wind on their backs. Goerke made the fastest times under both conditions, the times of the men in each respective direction affording an interesting illustration in the effects of windage. The summary:

One mile, for machines not exceeding 30½ cubic inches piston displacement—Won by R. Seymour, R-S; second, H. Klebes, R-S; third, S. T. Kellogg, Merkel. Time, 1:10½.

One mile, for machines not exceeding 48½ cubic inches piston displacement—Won by H. Klebes, R-S; second, W. Goerke, Indian; third, R. Seymour, R-S. Time, 1:05¾.

One mile, for machines not exceeding 61 cubic inches piston displacement—Won by W. Goerke, Indian; second, R. Seymour, R-S; third, S. T. Kellogg, Merkel. Time not announced.

One mile time trials, free-for-all—First trial, W. Goerke, Indian, 0:48½; S. T. Kellogg, Merkel, 0:49; R. Seymour, R-S, 0:49½; Fred Voelker, N. S. U., 0:53. Second trial, Goerke, 0:43¾; Seymour, 0:45¾; Kellogg, 0:51.

Motorcycle Race Thrills the Grangers.

All the prize hogs, blue ribbon cows and special mention vegetables at the Jay county fair at Portland, Ind., were forgotten by the crowd on the 1st inst., because of excitement attending the running of a ten miles motorcycle race, in which "Reckless Ross" Ault, on a 7 Harley-Davidson twin, defeated a field of six other riders. In the first five miles Ault was hard pressed by Charles Franks (3½ Curtiss), and Constable (3½ Harley-Davidson). Franks "went dead" in the sixth mile, when Constable took up the battle, drowing even with Ault in the tenth mile and then moving in front. Ault, however, though having difficulty on the abrupt turns as against Constable's small machine, opened up to the limit on the stretches and regained the lead and finished 200 yards to the good, making the distance in 16:45. Charles Zuber (R-S) finished third.

Four Chief Causes of Accident.

A recent conference in England of delegates from all the most important automobiling and cycling organizations in the United Kingdom, it was unanimously agreed that a communication should be sent to the chief constable of every township requesting more strict enforcement of the laws relating to traffic on the highways. The conference agreed that carelessness on the part of drivers and cyclists was the principal cause of accidents and enumerated the following four violations of the "law of the road" as most prolific in this respect: 1, The practice of cutting round corners on the wrong side; 2, driving in the middle and on the wrong side of the road; 3, entering main roads from by-roads at excessive speed, and 4, crossing from the near side of the road to the off side without warning. Among the various organizations represented at the conference were the Cyclists' Touring Club and the National Cyclists' Union, the Royal Automobile Club, the Motor Union, and the Automobile Association. The cyclist in England is always in straits because whenever he is on the right side he is on the wrong side and whenever he is on the wrong side he is on the right side.

How a Slow Cop Made a Capture.

If Patrolman Sollender had been a faster sprinter on a bicycle, little Max Harowitz, a tailor of Sacramento, Cal., would not have been taken to jail for riding on the sidewalk, but because the officer was a failure as a pursuit rider he felt he needed a prisoner, and Max was "it." Sollender had been walking along calmly enough until a cyclist bumped into him and almost knocked him from the walk. The policeman told the rider that he was violating ordinance 480 and that he had better keep off the walks. The offender gave him a flippant retort of such a nature that Sollender tried to grab him. The cyclist sped away, however, and Sollender borrowed a bicycle from a boy and put after him. Ten blocks of hard riding brought him no nearer to the fugitive, and the perspiring Sollender turned back to restore his mount to its

owner. Harowitz* was unfortunate to be riding on the sidewalk when the policeman, still mad, met him and decided to make an example and a sacrifice of him. Max wishes the officer had been fast enough to catch the first man.

Injured Spectator Gets an Annuity.

"Father" Knorr, lessee of the Berlin, Steglitz, Hanover and Magdeburg tracks finds himself in the position of being compelled to pay a Hanover plumber a life annuity of \$600 as compensation for an accident at the local track several years ago. The case has occupied the attention of various courts for about three years and the decision of the highest court also compels the P. T. Powers, of Germany, to pay all costs of the legal battles. The plumber was a spectator at the races and was leaning against the rail on the homestretch when a motorcycle ran amuck. The handle bar struck him on the head, causing a fractured skull and concussion of the brain. The man recovered but brought suit and now will enjoy \$600 a year for life, which is more money than average plumbers earn in Germany.

Washington Wants Motorcycle Police.

In his annual report to the District Commissioners, Major Sylvester, of the Washington, D. C., police department, has asked for the institution of a motorcycle squad of six men to reinforce the bicycle officers. Motorists have been taking advantage of the inability of the present bicycle squad to adequately cover the out-lying districts and have been indulging in flights of speed to their hearts' desire, hence the request from the chief. If the motorcycle squad is created it will be detailed to cover the suburbs.

New York Cyclists Form New Club.

The Courier Cycle Club has been organized with headquarters at 1058 First avenue, New York, and the following officers elected; Lewis Howard, president; Val Muller, vice-president; James Gillen, secretary; Sol Lazarus, treasurer; Charlesc Richten, captain, and Frank Lazarus, lieutenant.

Where Motorcycles Outnumber Cars.

That more motorcycles were in use in the German Empire last year than automobiles is the astonishing fact disclosed by official statistics covering the use of motor vehicles during 1908, which have only just come to light. The exact figures, which have been culled from a government document by United States Consul William J. Pike, of Kehl, show that the total number of motor vehicles registered was 39,475. Of these, 20,928 were motorcycles. For the transportation of merchandise, 2,252 motor vehicles in all were enrolled on the official lists, and no less than 248 of these were motorcycles. The report also shows that there were 1,906 motorcycles in Alsace-Lorraine and the State of Baden combined, against a total of all motor vehicles amounting to 2,441.

Boy Thieves and Their Methods.

With the arrest of two youngsters, 13 and 14 years old, respectively, in Tacoma, Wash., recently a long series of thefts which have been puzzling the police were solved. The youthful criminals admitted having stolen 14 bicycles and committed three burglaries. One of the places entered was the bicycle store of F. M. Bailey where a quantity of tools and sundries were taken. The eldest of the pair confessed to having made off with a motorcycle which he saw standing at the curb two weeks before his arrest. The owner started in pursuit on another machine and after an exciting chase the young thief abandoned the machine, helped himself to a few tools and hid in a vacant house, until the uproar had subsided.

Cyclist Hurt; Garbage Wagon Uninjured.

As the result of a collision caused by a garbage wagon stopping at a street intersection in San Diego, Cal., and obstructing the view of both victims, Keith Bray, a bicyclist, and John R. Howell, a motorcyclist, suffered serious injuries. Both riders attempted to pass behind the wagon at the same time with the result that Bray sustained a fracture of the right leg and Howell was internally injured.



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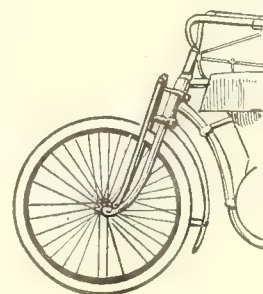


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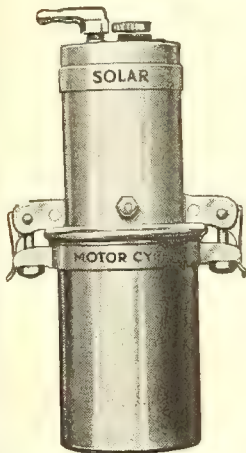
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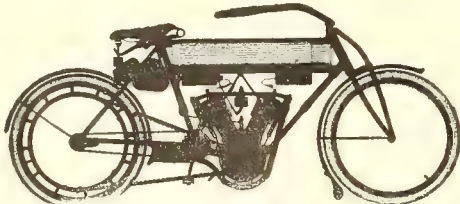
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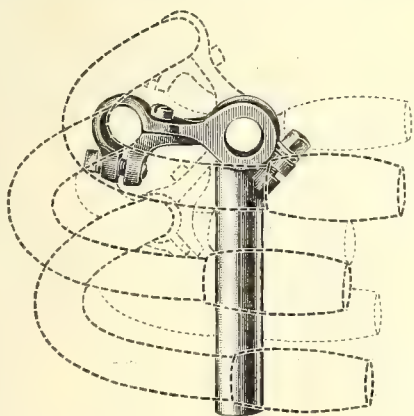
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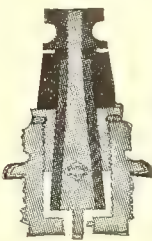
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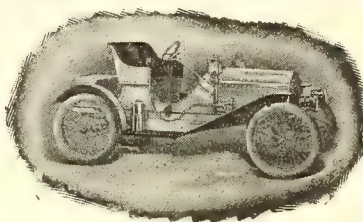
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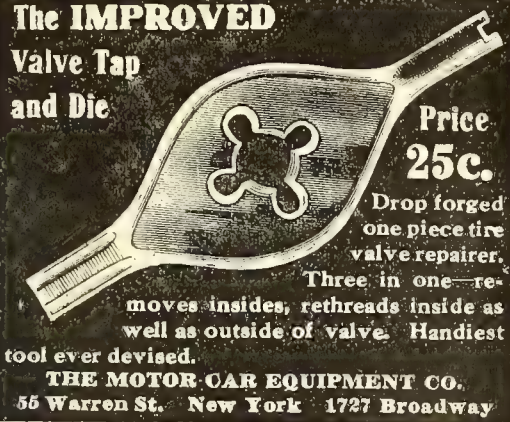
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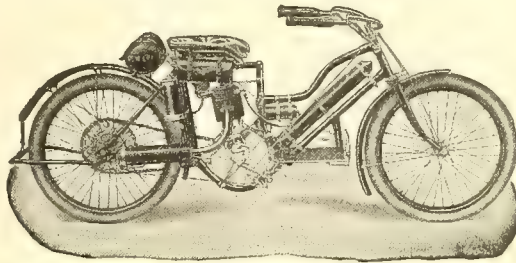


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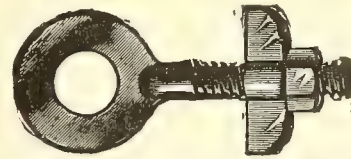
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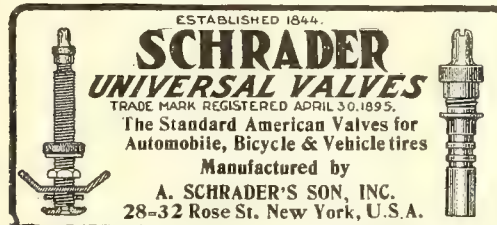
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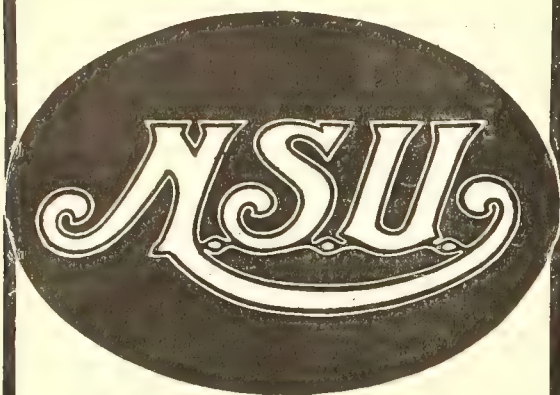


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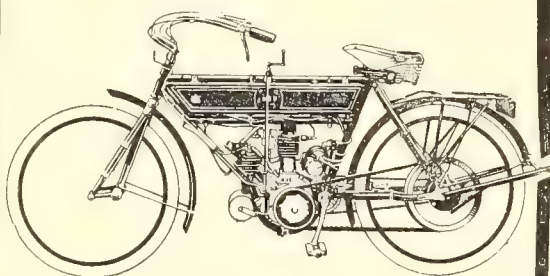
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THAT TAKES CARE OF ITSELF



3 H.P. TWIN ROADSTER

The purchaser of an N. S. U. need never worry regarding future expenses, such as repair bills or bills for extra parts and periodical overhauls.

WHY? — BECAUSE

It is built to be self-dependent and gets along wonderfully without the usual mechanical nursing so often needed by the cheaper motorcycles.

The N. S. U. has power for either speed or hill climbing sufficient for the most exacting riders, and can hold its own anywhere, any time. In short it is the

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Catalogue "B" explains it.

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Some Recent Contests

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EXCELSIOR Auto-Cycle MADE GOOD

NEW JERSEY MOTORCYCLE CLUB RELIABILITY RUN

Kenneth E. Moore won Perfect Score Medal and Special Cup for Consistency.

LOS ANGELES-SAN DIEGO RELIABILITY RUN

The most severe of the year, E. L. Parmelee and C. E. Anderson won Perfect Scores. R. M. Brinkerhoff finished on the minute, but was penalized 18 points for adjusting a vibrator spring. Only 16 out of 39 starters got in at all and only three others with perfect scores.

DANVILLE MOTORCYCLE CLUB HILL CLIMB

June 9, in 30.50 class, the results were:

H. E. Richardson.....	EXCELSIOR, 26 $\frac{3}{4}$ sec.
Paul Moore.....	EXCELSIOR, 32 $\frac{3}{4}$ sec.
Carl Stahl.....	EXCELSIOR, 33 $\frac{1}{2}$ sec.
Chubbeck.....	Yale, 38 sec.
Tormey.....	Thor, 44 $\frac{1}{2}$ sec.
Evans.....	R-S, 44 sec.

Richardson was allowed to ride his 30.50 single cylinder EXCELSIOR in the 61 class against twins of twice the rated power and was beaten by only 3 $\frac{3}{4}$ seconds, beating one 7 H. P. twin by 1 $\frac{1}{2}$ seconds, but was afterward protested for late entry.

Thus does EXCELSIOR QUALITY ALWAYS MAKE GOOD.

Our new art catalog M. C. 239 is just out.

Excelsior Supply Co.

(Established 1876)
233-237 Randolph Street
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STANLEY T. KELLOGG,
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2232 Broadway, NEW YORK, N. Y.

Any Man Who Has Been in the Bicycle Business Long Enough to Learn Its P's from Q's

is well aware that of the many articles of a cycling nature that are offered for sale, in none is superiority so clear cut and distinct and so well established as is the case with the

PERSONS SADDLES

The same man knows that finally having seen the error of their ways, there has been a rush to imitate the Persons product—to counterfeit the design and style of the Persons saddles. Every wise man knows that people never try to imitate inferiors and he never buys "green goods" when in possession of his senses, and these imitations tell their own story.

There are "green goods" saddles just as there is "green goods" money, and it is well to beware of both. The genuine in both cases may cost a little more, but it is worth it and it GIVES more and goes further.

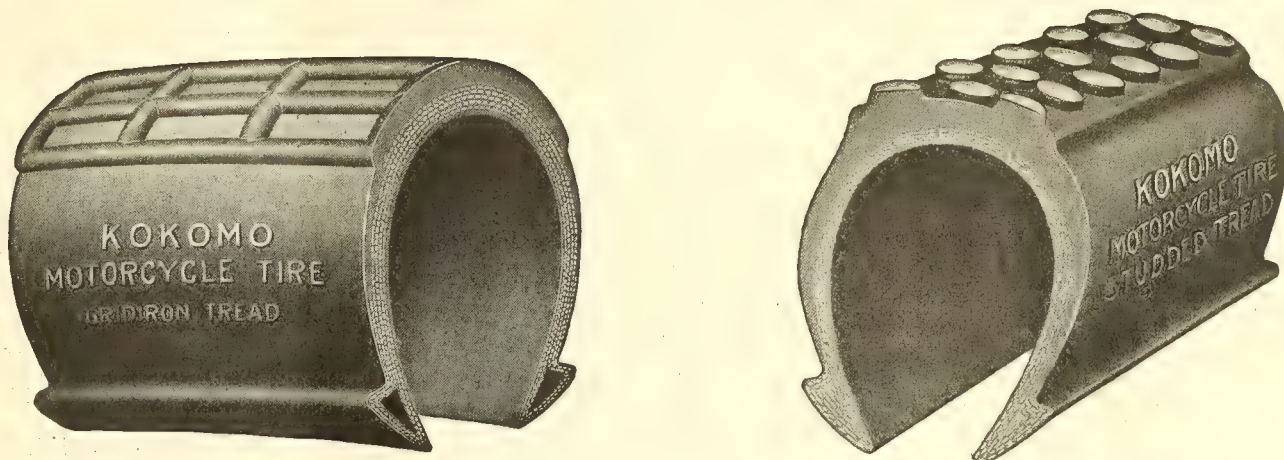
There never was a cheap or doubtful Persons saddle. They were high class from the beginning and the "class" is so distinct that any man with half an eye can see it.

Don't be fooled, and don't fool yourself! With the Persons Imperial, Maximus, Champion or Peerless saddle you are safe and can look any man in the eye and hold your head up in any company.

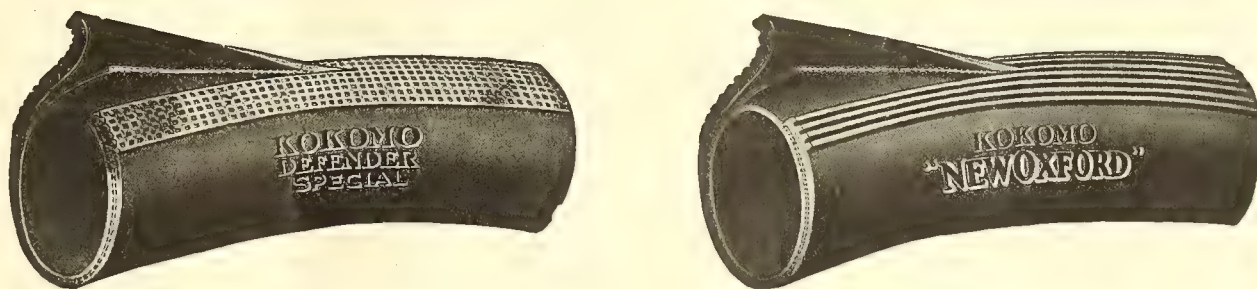
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Four of a Kind

For Motorcycles



For Bicycles



You Can't Beat Them

If you are seeking tire service and tire values you will seek in vain for anything quite so good as these tires offer and afford.

KOKOMO RUBBER COMPANY

Kokomo, Indiana

You don't hear the fellows who are using

MORGAN & WRIGHT BUTT END MOTORCYCLE TUBES

complaining about tube trouble.

A large percent of all tube trouble, in the ordinary endless tubes, other than cuts, punctures and the like, starts at the telescope where the ends are joined. In Morgan & Wright Butt End Tubes we do away with this weak spot.

Besides it is far easier to remove and repair a Butt End tube than an ordinary endless tube, as it is unnecessary to remove the wheel.

All danger of creeping is prevented by the hole in the canvas protecting strip, which hooks securely over the valve stem, firmly holding the tube at any pressure.

Our tubes do not depend upon inflation to keep them in place.

Most any good dealer can supply you. Prices are same as for endless.

They'll all be using 'em soon

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Yours respectfully,

ERWIN G. BAKER,

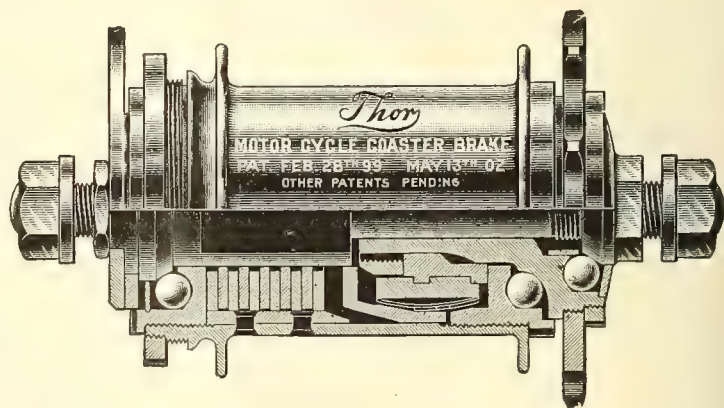
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Ever Since the Real Importance of Brakes for Motorcycles was Fully Realized

the use of the

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has increased by leaps and bounds until it now is practically the motorcycle standard.

This result could not be attained unless the brake was superior to all others and unless it had "made good."

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LICENSED COASTER BRAKE MANUFACTURERS.

Tillinghast Patent Sustained

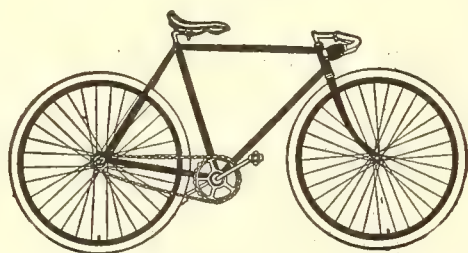
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Single Tube Automobile and Bicycle Tire Co.

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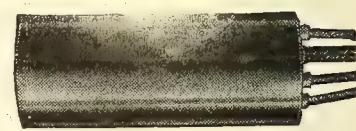
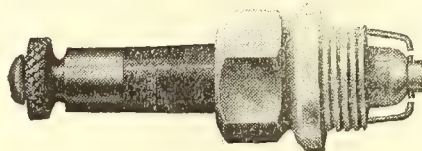
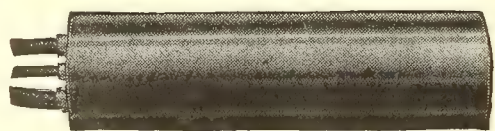
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F A Y



THE SEASON OF 1910 will open with the announcement of 1910 Pope Bicycles. It was so twenty-five years ago—it is more so today. The leading position of these bicycles is the logical result of anticipating the wants of the trade, instead of trailing along behind the times. The up-to-date dealer wants up-to-date bicycles with real talking features. He'll get no antiquated models if he handles the 1910 Pope lines. Particulars soon.

WATCH FOR THE POPE ANNOUNCEMENT!

THE POPE MANUFACTURING CO.
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What's the use of accepting anything less than the best, when the best is available?

PITTSFIELD IGNITION SYSTEM

is available to every motorcycle maker and rider.

Certain ignition begets a feeling of security. Pittsfield Ignition supplies it.

Pittsfield Coils don't break down or short-circuit. They intensify the spark to an efficient degree, constantly and with unvarying precision.

Pittsfield Motorcycle Spark Plugs shoot the spark to the mixture every time—not some times—and Pittsfield quality of mica insulation doesn't crack; it is practically solid.

Pittsfield Special Electrodes give the maximum resistance to the high-tension current.

Coils for single and twin cylinders—flat or conical ends.

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WHO DID NOT SELL

Diamond Bicycle Tires

IN THE 1908 SEASON HAVE
SOLD THEM THIS YEAR

They will all handle the Diamond line again next year.
Our list will keep on growing.

We don't lose bicycle tire customers.

One big reason for it is that values are now scrutinized
more closely by the progressive men of the trade
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The Diamond 1910 line is interesting to those who desire
to do business on such a basis.

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George Heil, motorcyclist of 30 days experience, makes perfect score in F. A. M. Endurance Contest.

The Kind of Machine for the Ordinary Kind of Man to Buy

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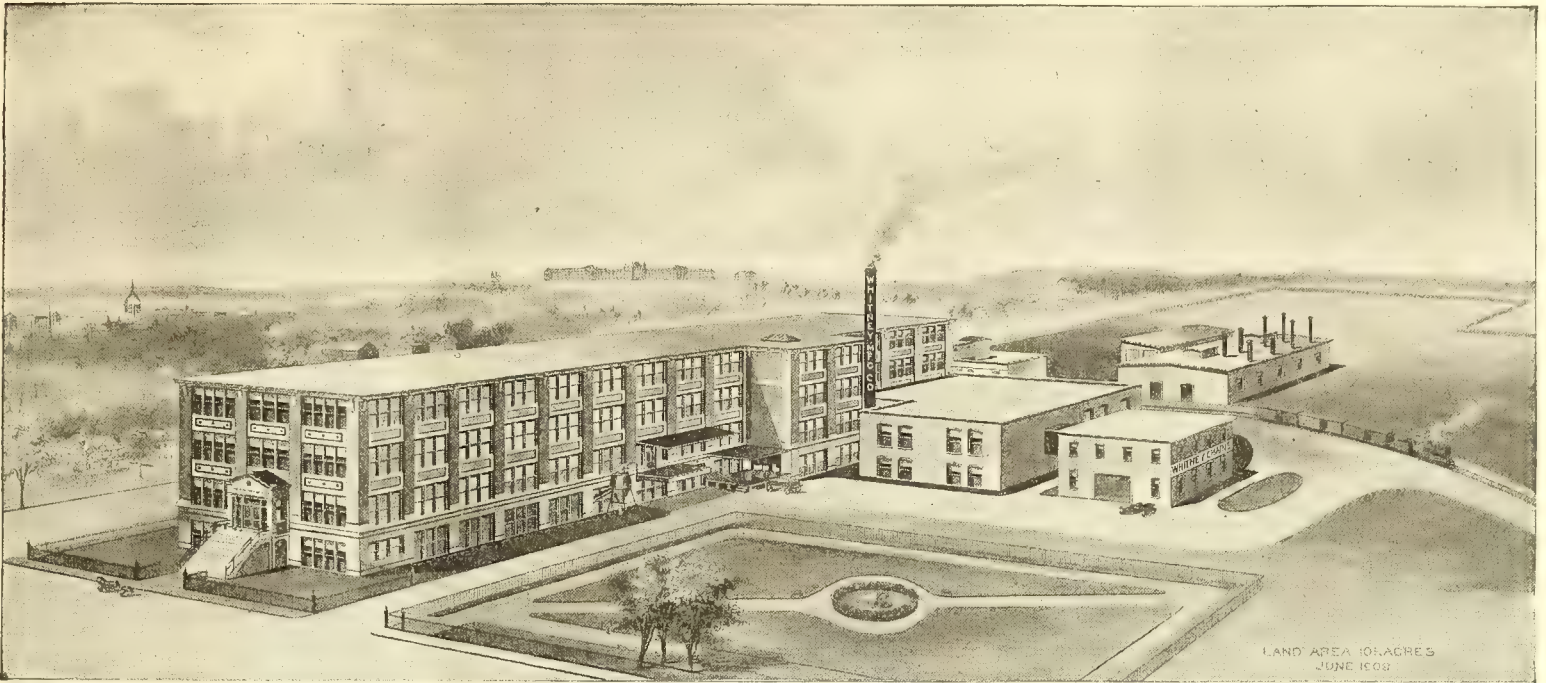
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Look for the Diamond E Trade Mark Stamped on Every Spoke

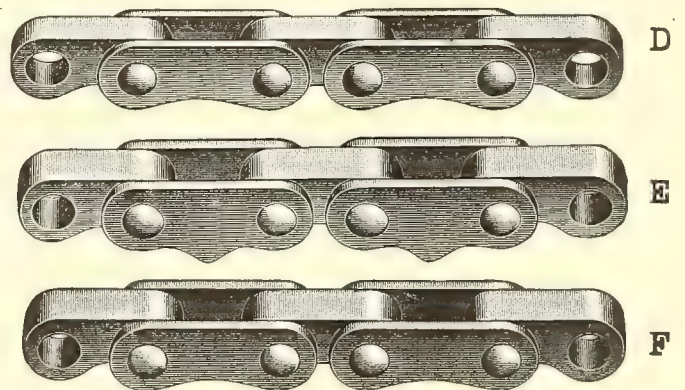
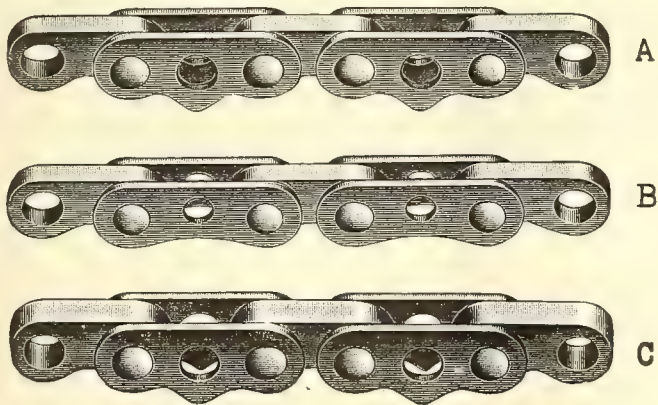


**The Standard
Company**
TORRINGTON, CONN.

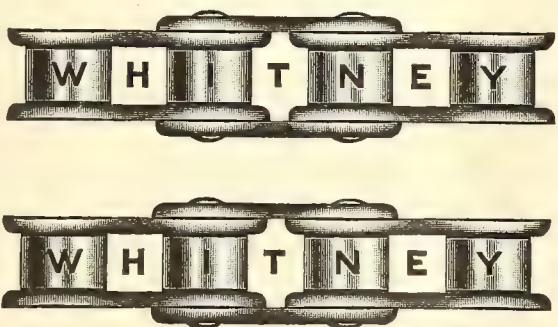
Manufacturers of
**SPOKES, NIPPLES, PEDALS
TOE CLIPS and SPARK PLUGS**



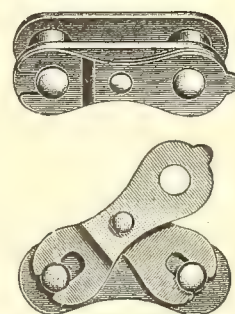
"Whitney" Chains are made in one of the most modern of American fire-proof factories.



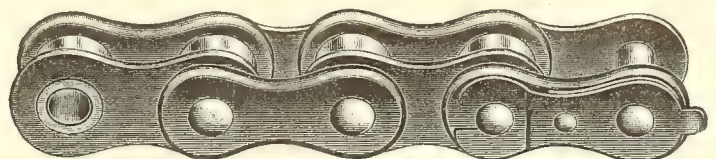
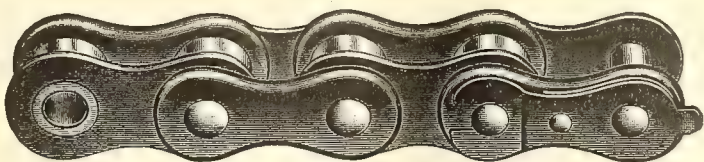
If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
For Motorcycles, Etc.

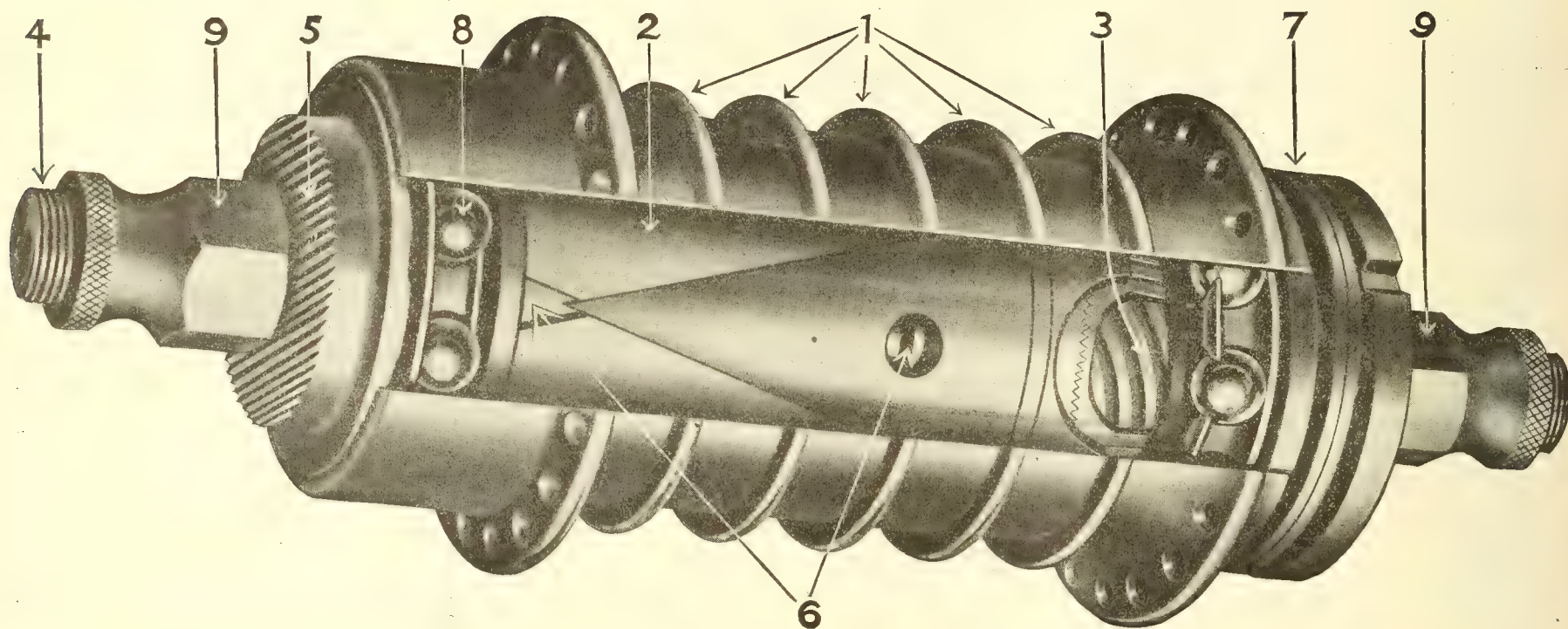


**New Patent
Safety
Connecting
Links**
For Bicycle and
Motorcycle Chains



THE WHITNEY MFG. COMPANY
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THE MUSSELMAN MOTORCYCLE COASTER BRAKE



Notice the Ten Points of Superiority

No. 1.—**COOLING FLANGES** which add over $13\frac{1}{2}$ square inches of cooling surface, making the total surface 42 square inches, making it impossible to overheat this brake. These cooling flanges also add an enormous amount of strength, barring any possibility of rupturing the shell in applying the brake, as is common with other hubs.

No. 2.—**BRAKE SHOE**.—Our construction permits a very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges.

No. 3.—**SHORT PITCH**. $\frac{5}{8}$ inch pitch. This is a very short pitch and gives one as good a leverage in applying the brake as a lifting jack. This leverage with our ample brake shoe gives you a power great enough to stop an automobile.

No. 4.—**LARGE AXLE**. 9-16 inch in diameter; strongest made. No danger of this axle bending or giving away under any condition.

No. 5.—**NO ARM**. This principle with our corrugated face on left stationary cone does away with building our brake with an arm. Arms or eccentrics create an undue leverage on rear forks, which is a common cause of trouble in other styles. Our construction causes the pressure when brake is applied of an end pull on rear forks and end push on the rear stays, making it impossible to break your rear forks.

No. 6.—**GREASE CHAMBER**. Our brake is built with a grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease for keeping the hub automatically lubricated for a season.

No. 7.—**CHAIN LINE**. Our sprocket set is fitted with two chain line rings; these with the straight and offset sprocket will give you seven chain lines, running from $2\frac{1}{8}$ inches to $2\frac{1}{2}$ inches, making it unnecessary to order special hubs for certain motorcycles.

No. 8.—**LARGE BALLS**. $\frac{3}{8}$ inch steel balls are used throughout, making the chance of broken balls infinitesimal.

No. 9.—**LONG STRONG AXLE NUTS**, built so as to accommodate any kind of stand.

No. 10.—**NO DRAG OF PARTS**. The principle of this brake is the same as the famous Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times, whether driving or being pulled by the motor. This is true only of the Musselman Coaster Brake.

DIMENSIONS.—MODEL A.—FOR BELT MACHINE.

Length over all outside cones, 6 inches.

Chain Line—Straight Sprocket, $2\frac{1}{4}$, 25-16, $2\frac{3}{8}$ inches.

Offset Sprocket, $2\frac{1}{8}$, 23-16, $2\frac{1}{4}$, $2\frac{3}{8}$, 27-16, $2\frac{1}{2}$ inches.

Drilled for 36 and 40 Holes.

Width of Flanges, $3\frac{1}{2}$ inches.

Sprocket, 3-6, 10 to 12 tooth, inclusive.

FOR FURTHER PARTICULARS WRITE TO

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Volume LIX.

New York, U. S. A., Saturday, September 18, 1909.

No. 26

OVINGTON GOES TO THE WALL

Creditors Institute Bankruptcy Proceedings and Receiver is Appointed—Liabilities Include a Large Loan.

The Ovington Motor Co., New York, finally went to smash on Saturday last, 11th inst., when three of its creditors filed a petition in bankruptcy against it. These creditors and the amounts of their claims were George A. Neumann, \$7,014, money loaned; E. E. Vreeland, \$247, and the American Lithographic Co., \$173. They allege that the company is insolvent and on September 2 admitted its inability to pay its debts. The assets represented by stock on hand are said to be worth only \$1,000; there are book accounts also to the amount of about \$2,500. Following the filing of the petition, Judge Holt appointed Arthur Patterson receiver for the concern and authorized him to continue the business for twenty days.

The Ovington Motor Co. was incorporated early in 1907, under the laws of Maine, with \$10,000 capital stock. Earle L. Ovington was its president and active manager, but it is generally understood that he had little money invested in the business, George A. Neumann, who now figures as its largest creditor and who acted as vice-president, being the "angel." Mr. Neumann's attentions, however, were occupied with the manufacture of jewelry and pearl buttons. Before engaging in the motorcycle business Ovington and his brother constituted the Ovington Mfg. Co., which did an electrical apparatus business, first in Boston and later in New York, but their enterprise proved a failure.

Due chiefly to Ovington's methods of obtaining publicity, the F. N. four cylinder motorcycle, for which the Ovington Motor Co. was American agent, attained a prominence wholly out of keeping with the number actually marketed, and for several

months those familiar with the existing situation have expected the failure which just has occurred. From promptly discounting its bills, it long ago lapsed into promises of payment which did not mature, and when it began sacrificing its accessories, of which there were some extravagant stocks of little used articles, motorcycle match boxes, for instance, it became apparent that the end was not far off. Ovington's plausibility and gift of conversation alone served to greatly postpone the day.

Will Build Motorcycles in Wichita.

According to advices from Wichita, Kan., Samuel McNaughton, of Chicago, has leased quarters in the building, 526 West Douglas avenue and already is installing machinery for the manufacture of a light weight motorcycle of his own design. McNaughton is said to have expended \$12,000 in the equipment of his plant in Wichita, which is expected to be in operation before the end of the current month.

Consolidated Adds to Selling Staff.

F. L. Hunt, formerly with the George L. Miner Co., Rochester, N. Y., has engaged with the Consolidated Mfg. Co., and will cover the middle western states in their interest. C. H. West, of Newark, N. J., also has been added to the Consolidated staff, and will talk Yale bicycles and motorcycles in a part of New York state and Pennsylvania.

Double Power Scheme is Incorporated.

The De Fabio Double Power Bicycle Co., with capital stock of \$100,000, was this week incorporated under the laws of Delaware. The incorporators named are E. J. Forham, H. M. Browne and J. J. Harper, all of New York City.

Spare Wheel Adds Motorcycle Rims.

The Spare Motor Wheel Co., St. Anne, Ill., has added motorcycle rims to its productions. The concern is widely known as the manufacturer of the Stepney spare automobile wheel.

GERMAN "TRUST" FALLS APART

Its Dissolution Discloses Its Actual Character and Purpose—Lack of Harmony the Cause of Its Failure.

Commonly believed by the outside world to be in control of the cycle and motorcycle industry in Germany, the so-called German cycle "trust" has fallen apart, revealing that its real position in relation to the trade was quite different from what had been generally understood and that instead of owning the various large cycle factories it was merely an organization of the makers for the purposes of regulating prices and other things. Differences which arose among the members of the organization caused its dissolution. Vigorous efforts are being made to unite the manufacturing end of the trade in a new combination on a different basis, in order that the various plants may be operated under some form of relief from the extremes of price cutting, but such a lack of harmony exists that there is small hope of its consummation.

Ever since its formation, the German cycle manufacturers' association or "trust" has been more or less veiled in mystery. At the time of its organization it was reported as acquiring control of the principal plants in the industry with the intention of operating them in harmony, raising prices, and effecting the various economies which usually are offered as justification for the "trust" idea. It was, in fact, nothing more than a "gentlemen's agreement," which was not strong enough to hold all of its members to united action, and the bitter feeling and internal dissension between the individual manufacturers resulted in its dissolution. The failure of the first experiment in this direction is making it difficult for the promoters of the newly suggested plan to carry it into effect, the makers being again on terms of open and intense rivalry.

JULY EXPORTS SLIGHTLY SHRUNKEN

But Noteworthy Increases are Made in Some Geographical Divisions—Calendar Year Shows Net Increase.

Export statistics for the month of July possess special interest because their promulgation marks the passing of the system of totaling the figures for the fiscal year, beginning with July, and the inauguration of the system which makes the record tally with the calendar year. While the exports of cycles and cycle parts show a slight falling off for the month, as compared with July, 1908, the total for the seven months of 1909, ending with that month, show a net increase of \$20,370 over the total for the corresponding period last year. The respective totals are \$445,959 for 1908, and \$466,329 for 1909. So far this year the only months that have not shown increase are May and July.

The exports in July last aggregated \$43,431, a decline of \$1,414 from the figures for July, 1908. Argentina, Germany and the geographical division known as Other Asia and Oceania are responsible most largely for the shrinkage, which is distributed over twelve of the eighteen geographical divisions. In several of these divisions, however, the decline is slight, while among the countries showing an increase Japan is noteworthy as being a larger customer to the amount of \$2. Mexico makes a very satisfactory jump from \$3,894 to \$6,153; the Netherlands does better by showing \$5,401 as against \$235 in July, 1908; and Cuba shows neighborliness by more than doubling her purchases, which rose from \$1,051 to \$2,806.

In the figures for the seven months ending with July, gains are shown in the United Kingdom, Belgium, France, the Netherlands and Other Europe, the increase in the last named geographical division being from \$44,120 to \$91,718, or more than double. The most noteworthy increase of the period specified is that shown by France, the figures jumping from \$3,955 to \$22,251. The report in detail follows:

Exported to—	July		Seven-Months Ending July		
	1908	1909	1907	1908	1909
United Kingdom	\$6,468	\$6,970	\$209,553	\$54,071	\$79,131
Belgium	443	819	19,101	15,119	20,889
France	285	103	40,006	3,955	22,251
Germany	2,320	1,055	29,116	20,752	12,016
Italy	581	450	15,272	17,694	16,578
Netherlands	235	5,401	26,226	16,688	21,359
Other Europe	1,533	849	133,633	44,120	91,718
British North America	4,831	4,166	46,612	45,838	44,300
Mexico	3,894	6,153	53,345	52,811	30,258
Cuba	1,051	2,806	28,701	19,842	16,376
Other West Indies and Bermuda.	1,499	951	14,609	12,789	8,319
Argentina	6,805	1,520	11,858	14,664	9,272
Brazil	756	347	.....	3,757	2,545
Other South America	491	1,016	16,501	9,507	5,170
Japan	1,496	1,498	67,904	46,540	32,454
British Australasia	8,782	8,476	44,033	49,315	37,301
Other Asia and Oceania	2,979	614	8,866	13,785	12,299
Other countries	396	237	3,832	4,712	4,093
Totals	\$44,845	\$43,431	\$769,168	\$445,959	\$466,329

British Exports and Imports.

British exports of cycles and cycle parts aggregated \$656,320 in June last, as against \$532,495 in June, 1908, an increase of \$123,825. The number of complete machines exported was 9,909, valued at \$195,860, as against 6,989, valued at \$167,480. The parts trade jumped from \$365,015 in June, 1908, to \$460,460 in June 1909. Figures for the six months ending with June show an increase in the number of complete machines exported, but a decrease in the total value, the aggregate standing at 56,827 machines, valued at \$1,252,995, as against 54,220 machines, valued at \$1,387,220. The value of the exports, including parts, was \$4,204,110 for the first half of 1909, as against \$3,898,820 for the corresponding period in 1908, an increase of \$305,290.

Imports of foreign cycles and parts into Great Britain in June, 1909, showed an increase of only \$255 over the figures for June, 1908, the totals being respectively \$73,580, and \$73,225. The total for the six months ending with June, 1909, was \$475,270, as against \$449,180 for the corresponding period in 1908, an increase of \$25,090.

To Prevent Nuts Working Loose.

To prevent nuts and bolts from working loose under stress of severe vibration it is sufficient ordinarily to employ a check nut or some form of lock washer. Where the threads are much worn, however, it sometimes happens that not even these precautions will suffice to keep an adjustment permanent. In such cases, where the substitution of new parts is out of the question, it is possible to secure perfectly trustworthy results by the judicious use of solder. The entire surface of the offending bolt should be "tinned" over including the threads, by heating it gently and after applying soldering acid, running a thin layer of solder over it. It should then be put into place and the nut drawn up but not tightened. Afterward the parts should be heated just enough to soften the solder, when the wrench should be applied and the nut drawn up tight. When it is desired to break a connection made in this way, it is merely necessary to heat it again.

ABOUT HEATING THE GASOLENE

How It Aids in Vaporization When Mixed with Air—Its Advantage in the Avoidance of "Coking."

While heating of the air as it is drawn into the carburetter is advantageous to a certain degree in that it assists in vaporizing the gasoline and minimizes the tendency of the fuel to be introduced into the cylinder in the form of globules, there to form "coke" and cause carbon to form, this practice is not universally acknowledged to be correct.

Conceding that preheated air has a certain amount of value in maintaining a fairly constant temperature regardless of atmospheric conditions and which is a desirable requisite in the attainment of that object which all well designed carburetters are designated to accomplish—a constant mixture at all speeds, it is at best a makeshift.

Under present conditions the temperature of the heated air is not sufficiently high to completely vaporize the gasoline before it enters the cylinders, and as the temperature inside the cylinders is so high as to convert the liquid fuel which is drawn in with the air into carbon the apparent advantage of warming the air is nullified.

No one with good sense will contradict the fact that to make steam it is necessary to boil water, and it would be considered decidedly impractical and strange were any one to attempt the process by applying heat to the steam instead of to the water. Vapor of gasoline is nothing more or less than the product of boiling gasoline, and the best way to produce the vapor is to heat the liquid from which it is obtained.

If heat is applied to the mixture only, rather than to the liquid before it leaves the nozzle, the amount of heat that will be absorbed will be limited because the specific heat of the gas is of low value and the surface available is restricted. In several successful types of automobile carburetters the gasoline is heated by water jacketing the float chamber, the water being taken from the cooling system, and the temperature is considerably higher and remains more uniform than in the case of heated air.

While on a motorcycle carburetter this method of heating the float chamber is not easily practical there would seem to be a possibility of surrounding the chamber with a coil of pipe connected with the exhaust tube of the engine. If necessary, the coil could be enclosed by a jacket to prevent loss of heat by radiation.

The advantages of heating the gasoline while it is contained in the float chamber are that it is more completely vaporized before entering the cylinder, the carbonization of the combustion chamber from the introduction of liquid fuel is eliminated and increased economy and efficiency are attained.

FOR THE POPE MEMORIAL

Much Depends Upon Hartford, but St. Louis Club Takes Action—Subscriptions Now Coming in.

Whether the Pope memorial, suggested by the *Bicycling World*, will be erected seems to depend on the attitude of the men of the Pope Mfg. Co. in Hartford, Conn., who were associated most closely with the late Col. Albert A. Pope, and of the former Pope men who now occupy high places elsewhere. The *Bicycling World* has received not a few assurances warmly approving its suggestion and expressing ready willingness to give financial support to the deserving project, but almost without exception they add that they have awaited and are awaiting information or evidence of what the "Pope men" purpose doing. The Pope men themselves seem to have been so stunned by the death of their old and famous chieftain, to whom they owe so much, that they appear to have been unable to make expression of any sort as yet and the perforce the project waits on them.

This tendency to wait is aptly illustrated in the case of the St. Louis Cycling Club, which is the first organization to take action in the matter. The club not only voted \$5 toward the memorial fund, but appointed a committee, of which George Lang, Jr., was made chairman, to obtain additional subscriptions, but before proceeding, even this committee "desires to find out how this fitting and timely suggestion is received in other quarters." In his letter expressing the club's views Chairman Lang writes:

"The timely editorial in the *Bicycling World* of the 14th ult., relative to the erection of a suitable memorial to the late Col. Albert A. Pope, was read at the September meeting of the St. Louis Cycling Club by President Tidd and presented for action by the club.

"The idea met with unanimous approval and the secretary was instructed to inform you that this club was ready to co-operate in this movement in any way that you may suggest. As a starter the club made an appropriation of \$5, to which it is intended small sums be added by the various members. Before the committee begins soliciting any subscriptions, however, it is desired to wait and find out how this fitting and timely suggestion may be received in other quarters.

"We feel that the late Col. Albert A. Pope contributed a mighty portion in making this world a brighter place to live in and that cyclists owed him a debt of gratitude. The opportunity for showing their appreciation for his many splendid achievements should not be allowed to pass.

"Let the individual contributions be small but great in number that the memorial may stand as a mark of appreciation of cyclists

and cycling interests from every corner of this broad land."

The additional subscriptions received during the week are \$10 from R. F. Kelsey, chairman of the National Cycling Association board of control; \$10 from R. G. Betts, former president of the F. A. M.; \$2 from J. J. O'Connor, a former Hartford man, and \$5 from A. C. Church, who was with the Weed Sewing Machine Co., when it built the first lot of Columbia bicycles in 1879.

Hot Water Bad for the Gas Generator.

Hot water never should be used to fill the generator of an acetylene gas lamp as its action on the carbide is not so harmonious or effective as when cold water is used. It causes the formation of a very fine powder of a black and yellow hue which if it reaches the burner tip, and it is very apt to be carried there by the gas pressure, will cause it to become choked, which is not likely to be discovered until the lamp is again wanted. If nothing but hot water is available, it is well worth waiting for it to cool before using, rather than run the risk of having later to dig out a clogged burner, or discard it for a new one, as a penalty for the undue haste.

Mud and Water on Magnetos.

Magnetos, particularly of the high tension type are quite susceptible to derangement by water and as a rule are so positioned that they receive the brunt of any "soupy" mud or water which may be thrown up by the front wheel. Heavy rains also are quite effective in rendering them temporarily inoperative, and the drying out of a water soaked secondary armature, wiring is a long and tedious operation not likely soon to be forgotten. These annoyances can be avoided by covering the magnetos with a waterproof hood, which are made in several styles and the cost of which is negligible in comparison with the protection they afford.

Care in Traversing Trolley Tracks.

In driving tri-cars or delivery vans between trolley tracks, on wet streets, if the rails are of the flanged or grooved pattern, care should be taken that the wheels do not run in the channels, else they may be badly wrenched, or the tires torn off in mounting the rails when turning out. Furthermore, rubber cuts much more easily when wet, and the side scraping and sliding of the tires against the edges of the rails, which ensues when the wheels are running in the rail channels, chafes the walls of the tires.

Advantageous Mounting of the Lamp.

One of the advantages of mounting the lamp on the handle bars or fork is that when turning a corner the light will be projected on the road in front of the machine. When the lamp is carried on the head of the machine it does not turn with the front wheel on rounding a curve and the beam is projected straight ahead, leaving the bend in darkness.

RIGHT MEN IN THE RIGHT PLACES

Causes of Many Failures in Business Suggest the Road to Success—Personal Fitness a Controlling Factor.

"Comparisons," they say, "are odious," but just the same they answer a very useful purpose in giving us a clearer insight into certain situations and conditions than can be obtained in any other way. Take, for instance, the tabulated reports of our mercantile agencies in which are summarized from time to time the failures in business. Compare, if you please, the number of those who fail with the number who succeed and see if there are not lessons to be learned, interesting, instructive and at times startling. And since there is no effect without a cause, a little time given to the study of these conditions should be profitable, if not pleasant, says T. W. Dixon in a contemporary.

It is a sad commentary on the business acumen and foresight of the average American citizen that the failures far exceed in number the successes, even counting those who are moderately successful. There is also much food for thought in the assigned causes of failures as summarized by these agencies. In making a study of them we find such explanations as these: "lack of capital," "bad credits," etc.

To go down to the root of the matter, nine-tenths of all the failures have their genesis at the inception of the enterprise, and may be attributed to the effort to "fit a square peg into a round hole," or to "fill an inch hole with a quarter of an inch peg." It is simply a misjudgment of one's ability, a failure to recognize the limitations of one's capacity.

It is an evidence of wisdom to recognize our shortcomings, rather than to show pride in our superiority. Some men are born to be merchants, others to be doctors, lawyers, preachers, etc., and he is the wise man who will direct his energies towards the calling for which he has a preference.

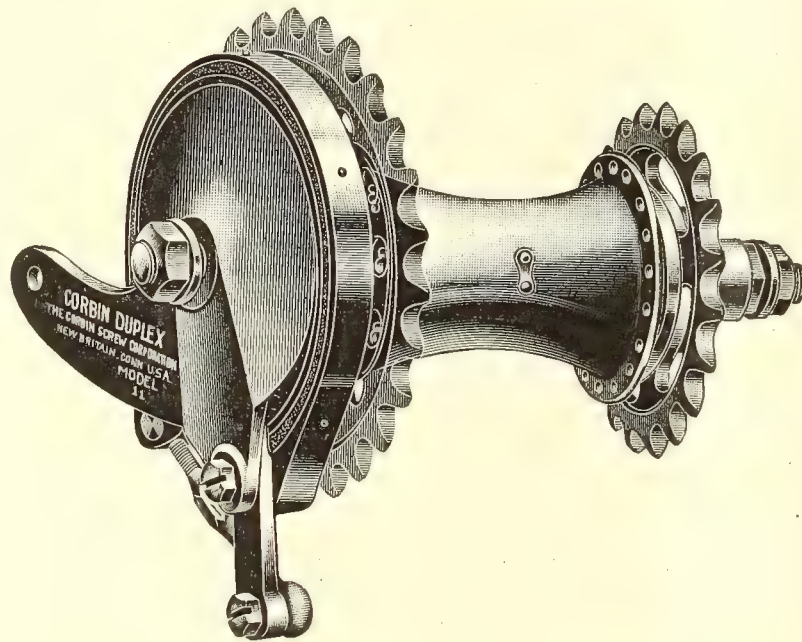
When we once realize our limitations, and also that preparation and special fitness are just as necessary to success in a mercantile business as in any of the learned professions—that a large majority of all failures result primarily and are traceable directly to what we might sum up in one word as "misfits"—then, and not till then, will we be able to steer clear of the rocks and breakers with which the mercantile sea is filled and on which so many promising ships have been foundered.

After all is said, the measure of our success is to a great extent the measure of our effort, if wisely directed. If handicapped by a lack of capital, "cut the garment to fit the cloth." If not a good credit man, employ some one who is, remembering always that he is the strongest who is the quickest to recognize his own weak points.

If it's a Band Brake you want
we now can supply that, too.

For
Belt or Chain Drive Motorcycles

Any chain line; any sprocket.



It's a Corbin

and Corbin quality and Corbin workmanship are all there.

Not an Experiment.

Thoroughly tested and its efficiency and durability proven
by the hard use of thousands of riders.

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LICENSED COASTER BRAKE MANUFACTURERS.

NEW BRITAIN, CONN., U. S. A.

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FOUNDED 1877

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NEW YORK, SEPTEMBER 18, 1909.

"Enclosed please find check to cover my subscription for the Bicycling World and Motorcycle Review, which is both palatable and satisfying. It should be on every bicycle man's table."—A. F. Shea, Toledo, Ohio.

The F. A. M. and Its Work.

Mr. A. H. Hyde, who, remarking that he has dropped from the ranks, in another column gives expression to doubts of the benefits derived from membership in the F. A. M., is, we fear, inclined to take a too pessimistic view of the situation.

The sentiment and doubt underlying his communication is hardly worthy of an intelligent New Yorker for every time a resident of New York or a visitor uses a motorcycle on the roads of the State, he enjoys benefits and advantages conferred by the F. A. M., which is to say, that he does not have to pay for the right to do so, or to display a receipt in the form of a numbered tag to prove that he has paid for it; nor in the event of arrest can he be held for trial by a higher court, or be subjected to imprisonment, or to more than a nominal fine. These are benefits due wholly to F. A. M. effort and are so considerable and far-reaching and personal to every man who rides a motorcycle that they

should not be lost sight of. How long they will be retained there is no telling. The scorching and open muffler abuses have become so great that they must be reckoned with and as the present chairman of the F. A. M. legal action committee has placed himself on record as favoring laws requiring fees and tags, it would seem that the benefits may not long remain; but while they are enjoyed all motorcyclists owe support and gratitude to the F. A. M., even though nothing else be accorded them, which, however, is not the case. For in the neighboring States of Connecticut and Rhode Island and Pennsylvania, to go no further, the nominal fees that prevail likewise stand to the credit of F. A. M. accomplishment.

Mr. Hyde takes too much to heart the recent furore over the competition rules. Because of his lack of interest in that department of the pastime, he does not appreciate what great and far reaching ill effect the success of any attempt to abolish amateurism would have on the very character of motorcycling itself. It is natural for men to disagree and because their disagreements become unduly vigorous does not imply the existence of Donnybrook Fair conditions or affect the worth, though temporarily the work of the organization may be interfered with. There is no doubt that in its day, the L. A. W. served very many useful purposes, but if Mr. Hyde or anyone else imagines that it escaped the effects of disagreement of opinion, he is very much mistaken. Its career was marked by many tumultuous discussions and upheavals, over racing problems, outlaw movements, the negro question, raids on the treasury, annual elections, and many other subjects, to which in due course the F. A. M. probably will fall heir, when most of its members will fancy that the subjects are new and views will be aired accordingly.

It is true that during the past year the responsible official of the F. A. M. devoted himself or the organization to racing affairs, but that fault is chargeable to the man, and though it may have impeded other work, it did not impair the value of the F. A. M. itself. The F. A. M. has performed much valuable legislative work in many States as widely separated as New York and California, and under conditions more vexingly peculiar than the L. A. W. ever encountered, the unusual nature of the motor bicycle itself presenting problems which required ripe forethought and most delicate handling, and which are yet far from being wholly or satisfactorily solved; they

served to prevent the forcing of such issues as the railway baggage question, for instance, else many other and more vital ones be seriously affected.

Despite its legislative fruits and good roads work and its road maps and road books, the familiar "What do I get for my dollar?" was raised early and often during the history of the L. A. W., just as has been and will be raised in the F. A. M., despite the badge and the useful text books and log books, and legal benefits that it has given to its members. There is no stopping that cry. Until the end of time there will be men who expect gold dollars in exchange for 50 cents. In what may be termed much-mixed organizations, the official hotel and its 10 cents discount, if not wholly undesirable, is a doubtful benefit, but the F. A. M. had made a start in the issuance of tour maps and in the building up of a system of official repair shops where competent work with discounts to members and storage at reasonable rates were and are obtainable, and because one administration in its zeal for racing lost sight of those and other worthy objects, and gave them no attention whatsoever, is a fault not properly chargeable to the F. A. M. Again it was the failing not of the organization, but of the man, though it indicates, of course, the need for men of the right sort.

There is nothing the matter with the F. A. M.; it is all right and capable of and possessed of the machinery for much additional useful work. Mr. Hyde should not only return to the ranks, but should put his shoulder to the wheel. For there always has been more work than were workers willing to lend assistance. The officials usually are on the hunt for them and will welcome them with open arms.

The most that can be said of a six days motorcycle race at this time is that the courage of the man or men responsible for such an undertaking, or those who may take part in it, is admirable and worthy of a better cause. If such an event occurs we sincerely trust that it will prove beneficial to the sport, but we have doubts—grave doubts.

"Do I wish to renew my subscription for the Bicycling World? Well, I should say I did! I'd as soon go without a meal as without the "grand old paper." It is the best edited class journal I know of, and is so far ahead of — that there is no comparison."—L. A. Younkin, Ottumwa, Iowa.

CORRESPONDENCE

Lingenfelder's Allegation Brings a Retort.

Editor of the Bicycling World:

An astonishingly unsportsmanlike attack appears in the Bicycling World of September 11th, emanating from the N. S. U. Motor Co., charging unfair treatment of its representative at the recent race at Springfield. On its face the statement is merely a desperate effort of an unsuccessful rider endeavoring to square himself with his employer, and explain his failure to make good a lot of pipe dream promises. So evident is this fact that a reply is hardly necessary; but a few facts may be interesting to the public, as the Hendee Mfg. Co. is so clearly indicated in the letter referred to.

Lingenfelder spent about two weeks in Springfield, during which time he was treated with every courtesy at the Indian factory, being regarded as a friendly and straightforward competitor, and he talked freely of his practice and expectations. On one occasion Lingenfelder exultingly told the writer that on the previous day he had been timed at 12 and 13 seconds to the lap and one party reported 10 seconds! The next day Lingenfelder reported that his timers had been "jollyng" him, and that he was going to have Jack Prince hold the watch and tell him exactly what he was doing, as he knew he was not making anywhere near what had been reported. Later on he stated that Prince made his time 44½ seconds to the mile. (It would not be to Mr. Prince's business interests to discourage any rider on his track.) At the same time competent parties reported to the Hendee Mfg. Co. that the best that Lingenfelder ever did on the Stadium track was 15¾ seconds for a lap and that he never rode a full mile at this rate.

In the first heat of the race, Lingenfelder rode laps as fast as he had ever done, but evidently finding he could not begin to hold Derosier, he "pulled" his machine, besides flooding it with oil until he made it impossible for his belt to hold—the oil running out of the ports in streams onto the belt.

In the succeeding heats it was the same story, and in the last heat, his patience becoming exhausted, Derosier opened up and rode rings around Lingenfelder.

By the way, did Lingenfelder still have those rags in his carburettor at Lowell, a week later?

Squealing, and on the unsupported statement of an unsuccessful employe, is petty business for a reputable concern, and hardly calculated to bolster up the reputation of the machine in question; but if the N. S. U. Motor Co. thinks their machine can make a more creditable showing than it has in the past, the Hendee Mfg. Co. will pay all expenses incurred in bringing the machine to Springfield, and for as many attendants as may be considered necessary to guard and safekeep the same. And they

can make something on the side, too, if that is an inducement.

The "baby act" is too ancient a chestnut to fool the public; and the reputation of the Hendee Mfg. Co. is too firmly established to be affected by such methods; still as you have given publicity to the attack, we ask you to give space to this reply.

W. F. HAPGOOD,
Publicity Dept., Hendee Mfg. Co.

Seeks Information About the F. A. M.

Editor of the Bicycling World:

For some time past I have expended considerable mental effort in endeavoring to ascertain what benefit is to be derived from membership in the F. A. M. The result of my effort may be expressed by zero. Perhaps you can assist me to arrive at a more satisfactory conclusion. The officers of the F. A. M. seem to regard it as a sort of Donnybrook Fair and spend their time cracking each others' heads (metaphorically speaking) over racing regulations. Now motorcycle racing no doubt needs regulating, and an effort to regulate it is commendable, but of the thousands of motorcyclists, only a small percentage are particularly interested in racing. They ride for the health and pleasure to be derived from the sport and have little or no interest in speed records, or under what conditions they are made. The question would naturally arise, what can the F. A. M. do to benefit the great majority of its members?

The best answer is to refer to what was accomplished by the L. A. W. during the palmy days of bicycling. The officers of the League devoted their time to the benefit of the average cyclist, their motto might well have been "The greatest good to the greatest number." So strong did the League become under this sort of leadership that its influence was felt in local and state legislatures, and by railroads and other public carriers. The latter were forced to carry bicycles free of charge. Why should not motorcycles be carried free (minus gasoline)? Most railroads at present force you to send motorcycles by express. The League was a potent influence for good roads. They issued maps showing conditions of roads, grades, etc. They arranged with thousands of hotels all over the country for the special accommodation of cyclists, at reduced prices, and distributed lists of these hotels. They established "bureaus of information" where accurate knowledge could be obtained on all matters relating to bicycles and bicycling.

I might mention other things accomplished by the old L. A. W., but the above is sufficient to indicate the lines along which the officers of the F. A. M. should work. Let them follow these lines, modified to suit present conditions, and they will soon have behind them an organization sufficiently powerful to make its wishes felt wherever they wish them felt. Let them continue their present course of

COMING EVENTS

September 18, Syracuse, N. Y.—Motorcycle races at State fair; open.

September 19, Brooklyn, N. Y.—Linden Motorcycle Club's fall 150 miles run; open.

September 19, Jersey City, N. J.—Columbia Road Club of New Jersey's 50 miles pleasure trip; open.

September 19, Valley Stream, N. Y.—New York State Division, Century Road Club of America's annual 100 miles road race; open.

September 22-23, Washington, D. C.—Motorcycle races at Benning's track under the auspices of the Ancient Order of Hibernians; open.

September 23, Chillicothe, Ohio.—Motorcycle races under the auspices of the Order of Owls; open.

September 27-October 2, New York.—Motorcycle Racing Association's six day amateur race on Brighton Beach track; open.

September 26, Baltimore, Md.—Carroll Cyclers handicap road race; open.

October 10, Little Rock, Ark.—Motorcycle races at fair grounds track; open.

October 27, 28 and 29, Dallas, Tex.—Motorcycle races at State fair grounds track.

quarreling and they will find themselves reduced to the ranks and better men voted to their places. Some efficient organization of motorcyclists is bound to come. I again put the question, What benefit at the present time is to be derived from membership in the F. A. M.? I have dropped out.

A. H. HYDE, Yonkers, N. Y.

The Matter of Auxiliary Ports.

Editor of the Bicycling World:

I have a 3 horsepower motorcycle and I would like to ask a question about increasing the power of the motor. If I should drill and tap a hole for a ½-inch pipe in the side of the cylinder, below the travel of the piston head and turn it into the muffler, would it give me any more power by relieving the pressure under the piston head; also what effect would it have on the lubrication of the cylinder? I have been advised that I would gain about 1 horsepower by the change, but am rather doubtful of this.

ALBERT HIGHLEY, Pittsburg, Pa.

[If you drilled the hole below the bottom of the piston head you would gain nothing by it. Evidently you wish to put an auxiliary exhaust port at the bottom of the stroke, but had best let well enough alone. You probably would spoil your engine, and the increase in power might be a doubtful quantity, while the oil consumption and splatter would be considerably greater. Considerable skill is required to properly proportion and locate the auxiliary ports; it is not a task for 'prentice hands.]

GOERKE WINS LOWELL TROPHY

Motorcycle Road Races an Exciting Finish for Spindle City Carnival—All the Events Closely Contested.

Motorcycle road racing had what might not inaptly be termed its first start in America at Lowell, Mass., Saturday afternoon last, 11th inst., when the postponed motorcycle races that formed one of the features of the Lowell Automobile Club's four days' racing carnival were held on the shortened Merrimac Valley course. Indubitably the occasion was a success, for the interest in the races was far keener than charac-

than 100 people would have been present outside of those directly concerned. As it was all the mills shut down at noon Saturday and the attendance was large. There was as many, if not more, people in the grandstand than at any of the automobile races, while others sought vantage points at the turns.

The scene presented around the grandstand was slightly different from that prevailing during the automobile races. Then from one end of the course to the other was one solid phalanx of refreshment booths. The fact that nine of ten people who came to the races carried their lunches put a crimp in the money-making ideas of these victuallers. They expected Friday morning to net something, but when it

does not usually see to appreciate were megaphoned to them.

Owing to the slow-drying process going on the back stretch the officials held off and it was exactly 2 o'clock before Starter F. L. Valiant, of New York City, started the fireworks with the one mile time trials. Unfortunately the wind had during the morning shifted around so that it blew directly across the boulevard instead of being at the riders' backs, and this fact doubtless prevented the mile record from being broken.

The time trials were the least interesting part of the program, for the reason that the spectators saw only the finish and at that point the riders streaked by so fast that one could not distinguish the speeder. Stan-



VIEW LOOKING DOWN THE "HOMESTRETCH" ON LOWELL COURSE—A LONE COMPETITOR IN SIGHT

terized the first day's automobile races on Monday, and the lessons learned by the Lowell Automobile Club will serve it to greater purpose next year.

Rain on Friday caused the events to go over until Saturday, as was stated in last week's *Bicycling World*, and at that the heavy downfall had put the course, at least the back stretch, in such bad condition that the original course of 10.8 miles was shortened to a circuit measuring 3.2 miles. This comprised about a mile of the smooth, wide and fenced-in Merrimac boulevard, where the grandstand was situated. A few hundred feet below the grandstand the riders turned at a right angle into what is known as the "boulevard extension." Another right angle turn brought them into Varnum avenue, which was a rolling country road with plenty of turns. At Dunbar avenue another turn was made, this leading into the homestretch, or boulevard.

It was well that it rained on Friday and also that the course was shortened to 3.2 miles, for it brought the riders before the spectators just three times as often as would have been the case had the longer course been used. Had the races been held on Friday according to schedule not more

rained the announcement of the postponement was made the food providers, many of them, became disgusted.

Summed up, the races were a success, but if they are run another year, and there is every likelihood they will be, the Lowell Automobile Club can make them serve better purpose as a curtain raiser rather than a curtain-drop to the automobile races. The policing arrangements were excellent.

The huge grandstand, which will accommodate some 6,000 or more people, was three-fourths filled and a band in the center at the top discoursed popular airs, as well as flirting with Carmen and other operas once in a while.

Because of the slippery back stretch the races did not start until 2 o'clock in the afternoon, but once under way there was not a dull moment and this fact pleased the crowd. There were no long waits between races for before one race finished the contestants were ready to line up for the next event, a happy arrangement of the program making this possible. Then, too, the crowd was kept well informed all the time as to what was going on, so that they knew just what rider was leading and by how much. All the little details that a crowd

ley Kellogg, on a 7 horsepower Merkel, was the first to receive the signal, and in the short takeoff possible he picked up rapidly. Kellogg fairly flew down the boulevard and when it was announced that his time was 50 $\frac{3}{4}$ seconds, there was a round of mild applause. Seymour, on a 7 R-S, was the second starter, and the timers gave him an even 51 seconds. Then followed Goerke, on a 7 Indian, in 50 $\frac{3}{4}$ seconds. The fastest time was made by Fred Huyck, also on a 7 Indian, who followed Goerke. Huyck's extremely light weight served him to advantage, for he covered the mile stretch in 48 $\frac{3}{4}$ seconds. The only added starter was A. G. Chapple, astride a 5 Indian, but he was the slowest, the watches recording 57 $\frac{3}{4}$ seconds. Another trial was allowable, but the riders seemed satisfied with the results and passed up a second attempt.

The next race was six laps of the 3.2 miles circuit, for private owners, riding machines of less than 55 cubic inches piston displacement, without auxiliary exhaust ports. It was fringed with frost and did not serve to warm the spectators. E. G. Dow, of Lynn, Mass., who was entered with a 3 $\frac{1}{2}$ M-M, did not show up, and the other starters were Fred Ortman, Lawrence,

Mass., 3½ M-M; J. Griswold Webb, New York, 5 Indian; J. B. McLaughlin, Providence, 6½ Merkel, and A. G. Chapple, New York, 5 Indian. It was "Private Owner" Chapple's race from the very outset, for he covered the first lap in 4:20 and led McLaughlin by some distance. At the ending of the second lap, covered by Chapple in 8:32, McLaughlin was not in sight. Ortman never showed up after the start, and

told the Bicycling World man, he and Ruden had asked Derosier to enter them, and that Derosier had promised to have machines ready for them at Lowell. It must have slipped Derosier's memory or else he wanted to make sure of the first prize of \$100, for when Turville and Ruden got to Lowell they did not find any machines waiting for them. In fact, Oscar Hedstrom, who had charge of the machines from the

slide around the turns while Lingenfelder had to shut off power a quarter of a mile before reaching the turn. Derosier covered the first lap in 4:01, while Lingenfelder was 14 seconds behind him. Derosier's time for two laps was 7:54 and for three laps 11:47. Ruden in the meantime had not appeared and when he finally chugged around asthematically it had required 13 minutes 45 seconds for him to cover 3.2 miles. His appearance was greeted with laughter. Lingenfelder got into trouble on the homestretch of the third lap and was noticed a half mile down the road pushing his machine. As he was out of it no attention was paid to him when he trundled his machine up to the repair pits. A little later, however, the officials were surprised to see Lingenfelder jump on a Merkel machine and pedal away before he could be stopped. Referee Ovington disqualified him then and there, and he was flagged the next time around. Lingenfelder stated that he thought professionals were allowed to change machines. He had nothing to say when shown the rule which prohibits the change of machines in any road contest. Derosier's time for four laps was 16 minutes, five laps 21:46, and for six laps 27:16, disappointingly slow. Ruden won twice as much money as he anticipated by riding half the distance.

Because it was getting late both events 5 and 6 were reduced to one-half the distance. The former was for 30½ cubic inch machines, and with the exception of Huyck, who rode a twin Indian, all the other competitors were mounted upon singles. The starters were Kellogg, Bachelder, Seymour, Goerke and Huyck, the local entrants getting cold feet. The distance was three laps—9.6 miles.



TYPICAL VIEW OF THE STARTING OF A RACE AT LOWELL

Webb lasted only three laps. Chapple's time for three laps was 12:39, four laps, 16:50; five laps, 21:05. He finished the six laps, or 19:2 miles, in 25:21½. McLaughlin was the only other finisher, his time being 26:34½.

With three scratches in the three laps (9.6 miles) free-for-all, the field was reduced to five starters—Kellogg, Walker, Seymour, Goerke and Huyck. Bachelder, a Lowell rider, and Chapple declined to start, while the other missing rider was Claude E. Crout, of Readville, who was to have ridden a 7 horsepower R-E-L for the first time in competition. The night before the races, however, Crout ran into a curb stone and broke his frame, and could not repair it in time to start. His eligibility was open to question, anyway, as he was mixed up with Green, Estes and the other New England outlaws.

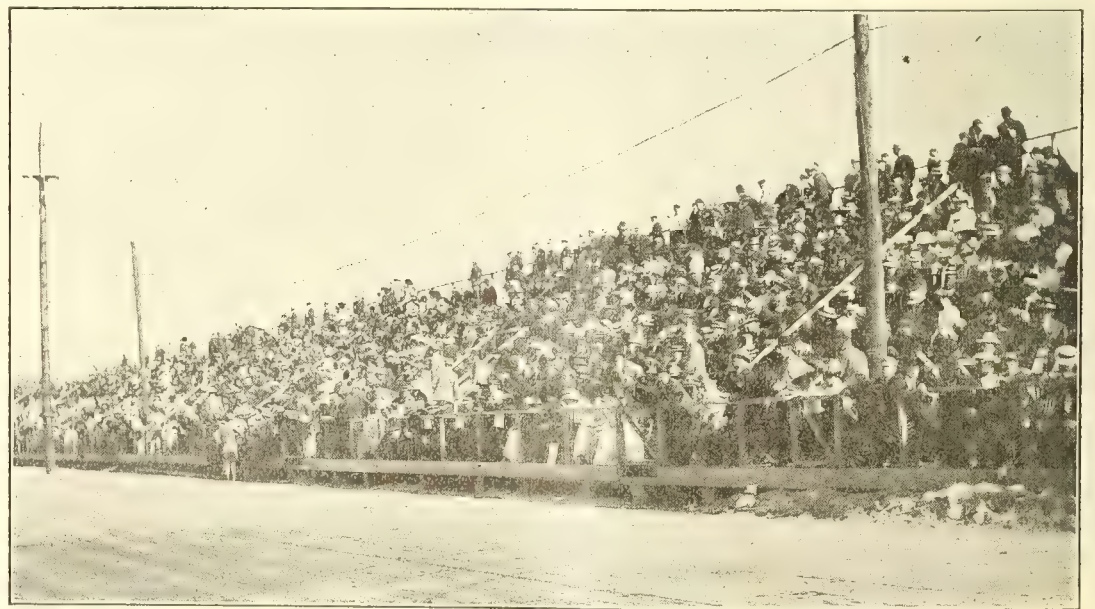
Kellogg made the quickest start and led the first time around, covering the 3.2 miles in 3:41. Huyck was a close second, Seymour third, Goerke fourth and Walker fifth. In the next lap, led by Kellogg in 7:12, Huyck went out within sight of the grandstand with a broken chain, and as Kellogg was at that time some distance in front of Goerke he did not have any difficulty in maintaining his lead to the finish, the total distance being accomplished in 10:50½. Seymour got third, Walker not appearing after the first lap.

The crowd for the first time began to get interested when the announcer brought out Derosier and Lingenfelder, whom he introduced, respectively, as the champions of the east and west. Carl Ruden, the other starter, was apparently forgotten, and there was a reason.

According to the story Charles Turville

Indian factory, did not even know that Turville and Ruden wanted to ride. Turville was mad clear through and left Lowell Friday night.

Not so Ruden, however. He figured that as there were three cash prizes of \$100, \$50 and \$25 he would come in for at least \$25 by simply starting. Accordingly he borrowed a touring M-M and lined up against Derosier and Lingenfelder with their 7

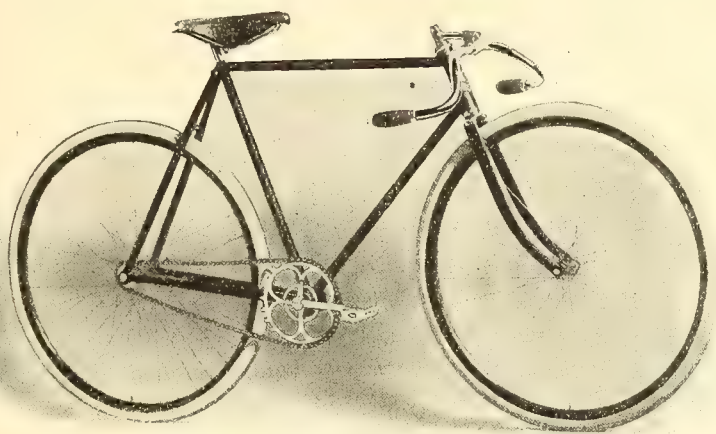


VIEW OF PART OF THE IMMENSE CROWD OF SPECTATORS

horsepower racing machines. It looked the huge joke it was, that is, for a time.

The distance of the race was six laps, or 19.2 miles, and from the start Lingenfelder was not in it. He should have known better than to start in the race without a brake, for it was on the turns that Derosier lost him. Derosier could brake and

This was the most interesting race of the afternoon. Upon the first time around Huyck, Goerke, Kellogg and Seymour, in the order named, were so well bunched that a tent flap could have covered them all. Bachelder was the only missing starter. The positions did not change in the second lap, Huyck again leading, his time for the first



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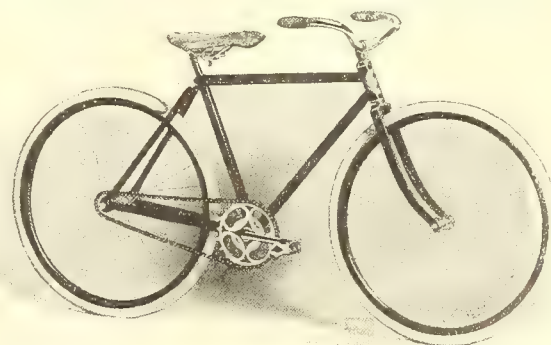
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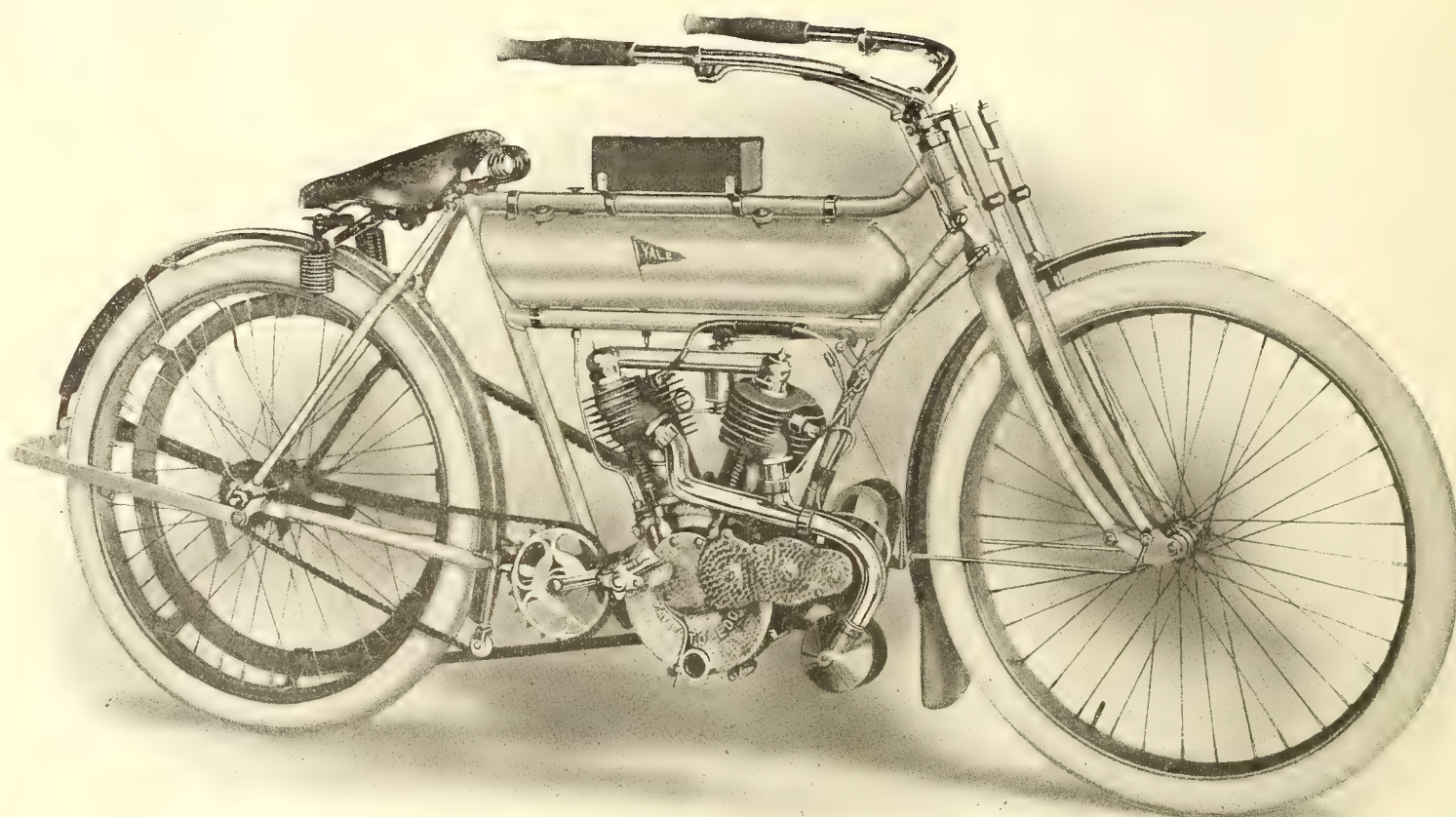
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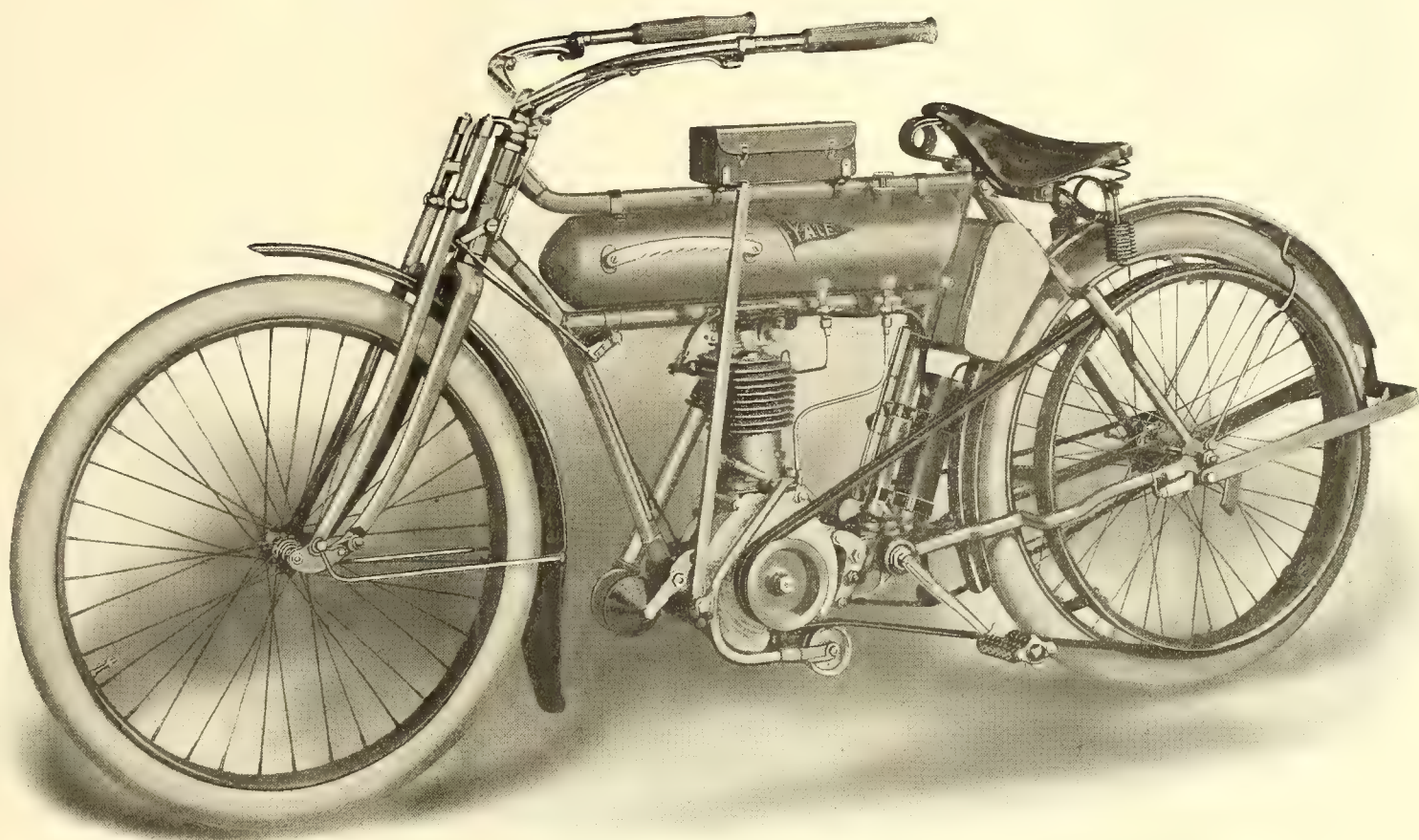
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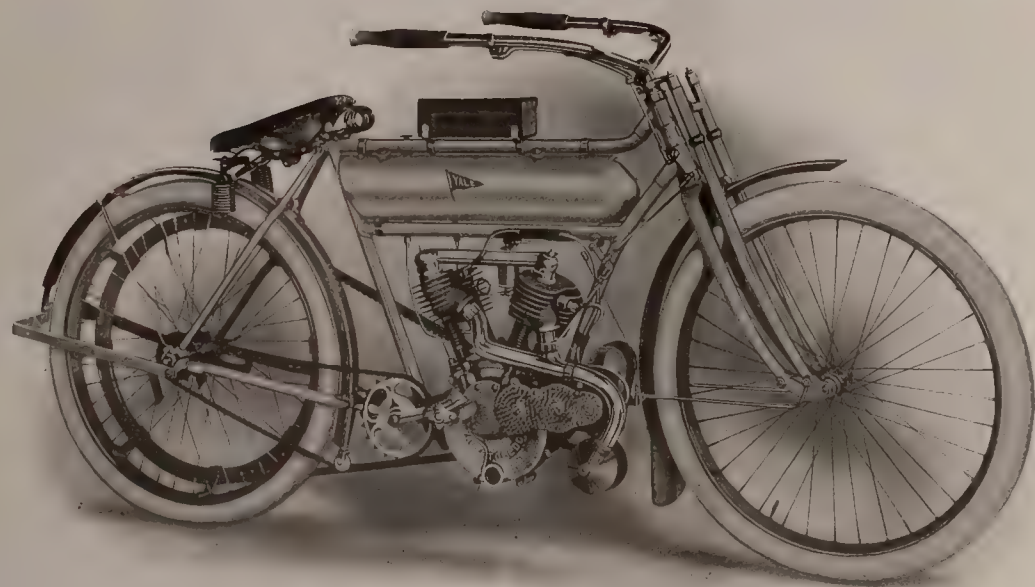
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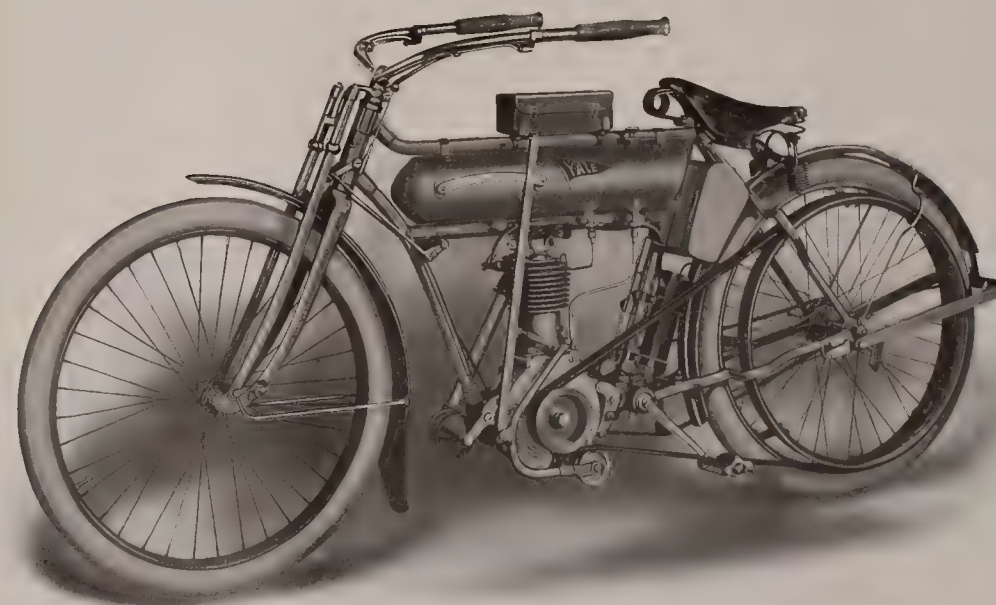
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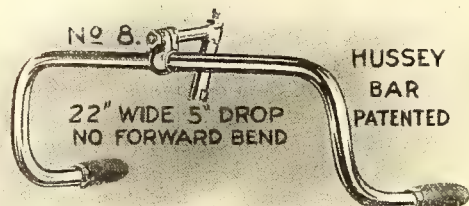
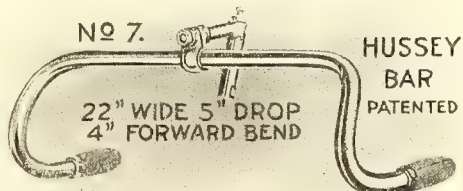
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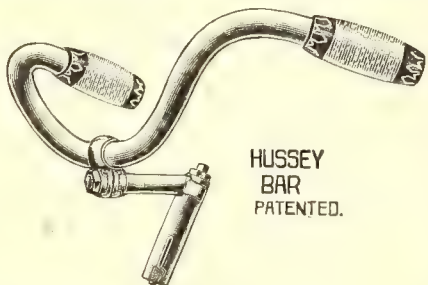
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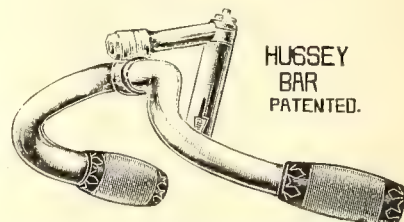
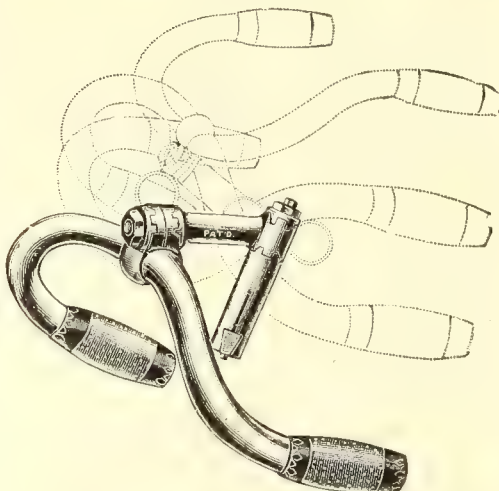
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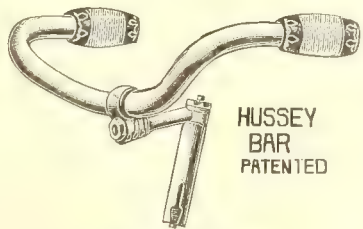
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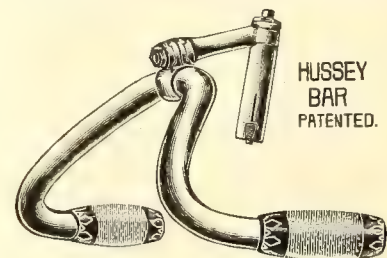
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two laps being 4:07 and 8:05. In the last lap, Huyck fell, and Goerke, Kellogg and Seymour went ahead. Goerke pulled away from Kellogg and finished in 12:08½, Kellogg's time being 13:55½. Seymour finished third and Huyck was fourth, the former's time being 13:24½.

As it was then nearly 5 o'clock it was decided to cut the last race in half. Originally it was intended to go 31 laps, of 99.2 miles, but the decision made it for 16 laps, or 51.2 miles. The chief prize was a beautiful trophy designated as the Lowell Automobile Club trophy, with smaller silver cups for second and third prizes.

Four scratches and one added starter made the field of starters seven, their positions from the pole out being Kellogg, Walker, Seymour, Chapple, Goerke, Huyck and McLaughlin. As was the case with the other races, except the mile trials, a standing start prevailed, the riders being sent away in a bunch. Kellogg tried to beat the gun, and was laughed at.

They all got away without incident except Seymour, who opened up so fast that he broke one of his drive chains. By the time he put on another chain the field was in sight on the homestretch. The crowd appreciated Seymour's pluck in starting a lap behind and cheered him accordingly. Goerke led at the ending of the first round, with Kellogg a close second, Chapple equally a good third, and McLaughlin, Walker and Huyck following in the order named, Huyck having fallen on one of the turns and broken his left pedal. The time for the first lap was 3:57.

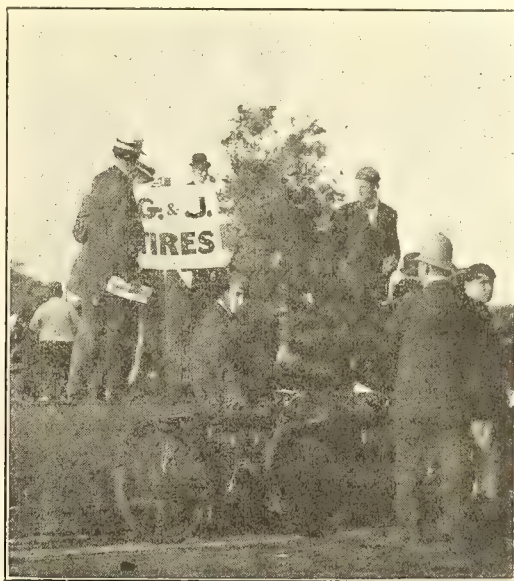
In the second lap the positions did not change, except that Kellogg was crowding Goerke rather closely. Goerke's time for the two laps (6.4 miles) was 7:52. In the third lap Kellogg managed to pass Goerke, which lead he maintained until after the 5th lap. His times were as follows: 3 laps (9.6 miles), 11:31; 4 laps (12.8 miles), 15:05; 5 laps (15 miles), 18:55. Huyck passed Walker in the third lap, as did Seymour in the fourth. Chapple was trying desperately to get up front and was almost about to pass Goerke and Kellogg when he skidded on one of the turns and fell, cutting his knee. This occurred in the 5th lap, and McLaughlin moved up to third position behind Goerke. Kellogg went down on the back stretch during the sixth lap, and the fall put a hole in the under side of his gasoline tank. This gave Goerke the lead, as Kellogg stopped after completing the sixth lap to replenish his gasoline supply.

After getting in the running again Kellogg must have ridden like a wild man for just as Goerke was finishing his 7th and 8th laps Kellogg was in sight of the stands. Then he fell back a little and stopped for more gasoline after finishing 10 laps. It was leaking like a rain spout on the magneto and as he was afraid it might catch fire Kellogg decided to withdraw. One lap before he had a fall while turning into the boulevard, resulting in a broken left pedal.

At the ending of 8 laps (25.6 miles) with

the race half over, six riders remained in the contest. McLaughlin did not show up after the 7th lap, and no one ever knew what happened to him. The position of the riders was Goerke, Kellogg, Huyck, Chapple, Walker and Seymour. The last-named had made a remarkable ride up to this time but was delayed 5 minutes after finishing 6 laps. He changed a spark plug in the front cylinder and also refilled both gasoline and oil tanks.

The last half of the race resulted in further eliminations, Goerke, Huyck and Seymour being the only ones in at the finish. After finishing 9 laps Chapple retired with a broken chain and a lap later Kellogg went out, as stated. Walker had a fall in the 11th lap and broke his pedal, stopping the



ONE OF THE TIRE CAMPS

next time around for oil and gasoline. For three laps Huyck had been plugging around in third position and with Kellogg's withdrawal he moved into second position, in the 10th lap, retaining that place until the finish.

There was some excitement near the finish. Just as Walker was completing his 10th lap, Huyck came down the level stretch like a cannon ball, completing his 15th circuit. Walker continued until the 15th lap in third position, but stopped. His front cylinder was not working and after looking at the spark plug he decided that the fault was with the magneto. He decided to continue with one cylinder, but just as he jumped on his machine the chain came off. Walker thereupon gave up and the officials were about to call the race off when Walker decided to get in the running again. As third prize lay between Seymour and Walker there was nothing to do but wait until either one or the other finished. It happened to be Seymour, for Walker never was seen after starting on the 15th lap.

When Goerke completed the 51.2 miles in 1 hour 44 seconds, Huyck was exactly one lap and 30 yards behind. He finished in 1:05:48, and Seymour in 1:22:07. It was a wonder that Goerke did not break his neck in the last lap. Throwing caution to

the four winds he decided to reel off a fast lap, and he succeeded in scoring the fastest lap of the race, the 3.2 miles being covered in 2 minutes 46 seconds, which was truly a remarkable performance, considering the condition of the back stretch and the number of turns.

The time for each circuit of 3.2 miles, in order, was: 3:57, 3:29, 3:34, 3:50, 3:34, 3:42, 3:38, 3:45, 3:39, 4:01, 4:23, 3:44, 4:20, 3:17, 2:46.

The total time by laps was as follows: 1 lap (3.2 miles), 3:57; 2 laps (6.4 miles), 7:52; 3 laps (9.6 miles), 11:31; 4 laps (12.8 miles), 15:05; 5 laps (16 miles), 18:55; 6 laps (19.2 miles), 22:29; 7 laps (22.4 miles), 27:11; 8 laps (25.6 miles), 30:49; 9 laps (28.8 miles), 34:34; 10 laps (32 miles), 38:13; 11 laps (35.2 miles), 42:14; 12 laps (38.4 miles), 46:37; 13 laps (41.6 miles), 50:21; 14 laps (44.8 miles), 54:41; 15 laps (48 miles), 57:58; 16 laps (51.2 miles), 1:00:44.

The summaries:

One mile time trials—Won by Fred Huyck, Chicago, 7 Indian, 0:48½; second, Walter Goerke, Brooklyn, 5 Indian, 0:50½; third, Stanley Kellogg, Bridgeport, Conn., 7 Merkel, 0:50½; fourth, Raymond Seymour, Reading, Pa., 7 R-S, 0:51; fifth, A. G. Chapple, New York City, 5 Indian, 0:57¼.

Six laps (19.2 miles), for private owners, machines without auxiliary exhaust ports and not exceeding 55 cubic inches—Won by A. G. Chapple, New York, 5 Indian; second, J. B. McLaughlin, Providence, R. I., 6½ Merkel. Times, 25:21½ and 26:34¼. Also ran—Fred Ortman, Lawrence, Mass., 3 M-M, and J. Griswold Webb, New York, 5 Indian.

Three laps (9.6 miles) free-for-all—Won by Stanley Kellogg, Bridgeport, Conn., 7 Merkel; second, Walter Goerke, Brooklyn, 5 Indian; third, Raymond Seymour, Reading, Pa., R-S. Time, 10:50 ¼. Also ran—Fred Huyck, Chicago, 7 Indian, and J. W. Walker, Danvers, Mass., 7 R-S.

Six laps (19.2 miles) professional—Won by Jacob Derosier, Springfield, Mass., 7 Indian; second, Carl Ruden, Manchester, Vt., 3 M-M. Time, 27:16. Edward Lingenfelder, Alhambra, Cal., 7 N. S. U., disqualified for changing machines.

Three laps (9.6 miles), machines not exceeding 30½ cubic inches—Won by Walter Goerke, Brooklyn, 4 Indian; second, Stanley Kellogg, Bridgeport, Conn., 4 Merkel; third, Raymond Seymour, Reading, Pa., 4 R-S; fourth, Fred Huyck, Chicago, 4 Indian. Times, 12:08½, 12:35½ and 13:24½. Also ran—Arthur H. Batchelder, Lowell, Mass., 4 Indian.

Sixteen laps (51.2 miles) free-for-all, for Lowell Automobile Club trophy—Won by Walter Goerke, Brooklyn, 5 Indian; second, Fred Huyck, Chicago, 7 Indian; third, Raymond Seymour, Reading, Pa., 7 R-S. Times, 1:00:44, 1:05:48 and 1:22:07. Also ran—Stanley Kellogg, Bridgeport, Conn., 7 Merkel; W. J. Walker, Danvers, Mass., 7 R-S.; A. G. Chapple, New York, 5 Indian; and J. B. McLaughlin, Providence, R. I., 6½ Merkel.

SENTIMENT WILL NOT ACCELERATE

Promotion of the Six Days Motorcycle Race an Uphill Job—How the Event Will be Conducted, if It is Run.

That the entries for the six days motorcycle race, which the so-called Motorcycle Contest Association hopes to hold at the Brighton Beach (N. Y.) track during the week of September 27-October 2, are not coming in as rapidly as the promoters had anticipated, is apparent from the animated and feverish measures which are being resorted to to secure support for the project. While the promoters talk vaguely of having secured one team or another, they modify their statements by saying that "So-and-So say they will enter if Blank enters," and that certain riders will enter if one thing or another can be arranged, all of which makes it apparent that no definite and bona fide entries have as yet been obtained. They also display a reticence in imparting information when questioned on the subject.

At a meeting of the New York Motorcycle Club, on Wednesday evening last, 15th inst., the individual who used to style himself F. A. M. press agent, and who has been given a job by the alleged Motorcycle Contest Association, made a frantic appeal to the members present to enter a club team and bear the expenses, for the prestige, he declared it would bring the club and as proof of their sportsmanship. However, the members did not wax enthusiastic over the suggestion, and no team will be entered.

Glowing pictures were painted by the babbling emissary of the promoter. He declared that the race would be the greatest thing in the history of the sport, etc., and spouted large figures until the air was filled with them. He stated that some \$8,000 already had been expended on the project and that \$12,000 more would be laid out before the race started. However, these "colossal" sums did not awe the members to any appreciable extent. Failing in his efforts to induce the club to enter a team the babbler pleaded for the moral support of the members. He wanted each of them to ask every person they meet, whether they intended to witness the race, and if not, why not; all of which caused a few polite members to reach for their handkerchiefs. That the promoters are in desperate straits is evident from the account of an animated meeting of several of those interested, at the store of a well known up-town dealer, on Thursday afternoon, to consider the situation. The dealer in question was implored to enter a team under his name and was promised two riders for it, he to select the third. He politely declined the offer, however, and pointed out the expense which he would incur in so doing.

Despite the promoter's apparent disregard for expense, so long as the project is

put through, the waving of a bunch of telephone stock, as evidence that they possess means, his interest was not strong enough to impel them to come forward with an offer to finance the dealer's team. During the discussion the telephone and telegraph wires were kept busy, with communications to various makers and the upshot of it all was that John Kane Mills, who is the main-spring if not the whole alleged "association" left immediately for Buffalo, where it was said that a meeting of the Motorcycle Manufacturers Association will be held today. The object of Mills's visit is to try and "accelerate sentiment" among the makers of the sort that will be productive of entries. At the present time those in a position to speak say that everything is in the air.

Although the race is billed as a six days affair, the entry blanks which were issued this week disclose that the event will be stopped for about three hours each day, two hours in the morning for repairing the track, and one hour in the afternoon, during which a card of short distance races will be decided. For the six days event no entry fees will be charged to those who sign up before the time expires, on Monday, but post entries will be taxed \$100.

The race will start—if it starts—at midnight on Sunday, 27th inst., and finish—if it finishes—at midnight on the following Saturday, October 2d. The prizes amount to a total of \$1,750, of which the winning team will receive \$1,000, the second \$400, the third \$200, the fourth \$100, and the fifth \$50. Amateurs will not be allowed to receive cash, but will be given orders for plate or jewelry, and must file a receipted bill with the chairman of the competition committee within 30 days. Entries will be limited to ten teams, which provision would seem to be wholly unnecessary, as there is apparently no danger, from present indications, that the field will assume unusual proportions. Each team will be allowed one manager and six attendants, but the latter will not be allowed to touch machines after they are on the track. The management will provide sleeping quarters, which it is said will rival Pullman staterooms for comfort; meals also will be furnished gratis by the bountiful hosts, and although the riders will be placed on a diet they will be allowed, in the words of the press agent, "fifteen meals a day if they can eat them." All machines will be required to carry a red tail light between sundown and sunrise, which must be kept lighted during that period. Riders whose lights become extinguished will be called from the track until the lamps are re-lighted. This feature will afford the various camps an opportunity to exercise their ingenuity in this direction. Riders will not be allowed to change machines, and any broken or defective parts, excepting frames or forks may be replaced by new ones, on permission from the technical adviser, but the parts substituted must be assembled at that time and not be-

forehand. In the case of a damaged frame or fork they must be repaired, on the ground, even should brazing be necessary, and no substitution of these parts will be allowed whatever, if the rules are enforced. Private owners will be allowed to compete, and the contest has been sanctioned by and will be held under the new competition rules of the F. A. M.

Haas Wins Minneapolis Honors.

Twenty thousand people turned out to see the automobile and motorcycle races held on the Hamline track at Minneapolis, Minn., on Saturday last, 11th inst., the closing day of the state fair. As usual the motorcycles put up a brand of sport that earned for them the favor of the crowd. Fred Haas, of St. Paul, was the star performer of the day, and won two of the three races, in addition to making the fastest time for motorcycles. The following are the summaries:

Five miles for single cylinders—Won by Fred Haas, Indian; second, C. S. Horn, Indian; third, C. M. Pester, Excelsior; fourth, A. R. Anderson, Harley-Davidson. Time, 5:29.

Five miles for twin cylinders—Won by Fred Haas, Indian; second, R. S. Porter, Thor; third, C. S. Horn, Indian; fourth, L. D. McCall, Indian. Time, 5:04.

Ten miles free-for-all handicap—Won by Fred Linkuist, Indian; second, E. H. Hammer, Indian; third, R. S. Porter, Thor. Time, 12:11.

Mile time trials—Won by Fred Haas, Indian. Time, 1:00.

Motorcycles Fastest Climbers at Seattle.

Motorcycles took the honors in the list of hill climbing contest on the Queen Anne grade which occurred at Seattle, Wash., on September 9th, as a feature of the Alaska-Yukon-Pacific exposition. Two motorcycle contests were carded, one each for twin and single cylinder machines respectively, and in the former, the first two men beat the best time, 27½ seconds, made by an automobile, a big steam car. L. L. Teachout (Indian) won the climb for twins and made the fast time of the day by covering the course in 24½ seconds. E. L. Moore (Indian) was second in 26 seconds flat and A. H. McQuestien (Indian) third in 28 seconds. All the contestants in the single cylinder contest rode Indians. C. R. Roy captured first place in 31½ seconds; Archie Taft was second in 32½ and W. G. Taft trailed in third in 34½.

Anderson Captures Richmond Races.

Two motorcycle races were held at the State Fair grounds at Richmond, Va., on September 8th, in conjunction with a number of automobile events. J. Boyd Anderson (Indian) and Carter B. Grundy contested the five miles race for twins, the former winning in 6:15. Anderson also won the five miles for single cylinder machines in 6:22; G. H. Tompkins was second, and L. M. Birdsong third.

KRAMER'S CRAFTY TACTICS WIN

Monster Crowd Sees Him Defeat Lawson and Clarke—Percy Lawrence an Also-Ran in His Professional Debut.

For some unknown reason match racing at the Newark (N. J.) Velodrome seems to be under a star of misfortune. The more important the match and the greater the crowd and in consequence the greater the enthusiasm, proportionately greater is the misfortune that mars the match. An apt illustration occurred last Sunday, 19th inst.

The piece de resistance was a three-cornered match between those three headliners—Frank L. Kramer, A. J. "Rocket" Clarke, and Iver Lawson. The latter had been brought from Salt Lake City especially for a series of match races and in view of the fact that Lawson was flying in Salt Lake City about half of New Jersey turned out to witness the match. And it should have been a great contest, with neck and neck struggles in the last few yards of the homestretch. Lawson might have won, Kramer might have shoved in front, or the laurels might have fallen to Clarke. The "fans" would not have cared so long as there was a real contest. But there was not a contest. Kramer won the first heat upon his merits. Lawson finished first in the second heat, but was disqualified by Referee Kelsey, and as Kramer ran second, that ended the contest then and there. And just about 12,000 spectators were keenly disappointed.

Such a crowd! The like of it had never been witnessed in the palmiest days of the old Vailsburg four lap track. Long before the time for the races to start the people began to crowd into the enclosure and at 3 o'clock, when the novice race was called, every seat in the grandstand and bleachers was occupied. Not only that, but two long rows of people stretching far out into South Orange avenue, patiently stood there while the overworked ticket sellers scooped in the money. When everybody got inside the arena field was packed, the track railing was lined, some sat upon the string pieces of the grandstand, while the more venturesome climbed to the roof of the grandstand. Previous to last Sunday the record crowd at Vailsburg was on Labor Day eight years ago when Kramer, "Major" Taylor and Eddie Bald rode a match race. Then there were 9,000 people; last Sunday there was almost half again as many.

And what do you suppose caused such a tremendous crowd to gather? The answer is easy. Lawson. This was proved when the men came upon the track for the first heat of the match. Clarke was the first to appear and he got a big ovation. Then Kramer walked across the track from his quarters and the crowd whooped it up. But when Lawson walked across the field from

the opposite side of the grounds the throng simply bubbled over with enthusiasm. Lawson always has been a drawing card and never more so than last Sunday.

Having attempted to show the intense interest of the crowd it remains to illustrate how they were disappointed. There was some little formality before the start of the first heat, such as drawing for positions, and Lawson got the slip which entitled him to start on the pole. Kramer came next while Clarke was on the outside.

None of the riders displayed an inclination to set the pace, but after some loitering Lawson struck out. Kramer immediately connected with his rear wheel. The pace was slow for three laps and then quickened in the fourth, with two circuits yet to go. Coming into the stretch for the bell Kramer bolted off the high banking and swung down on the pole. His jaw was set like an iron man's, but he looked around to see where Lawson and Clarke were. The latter was tied to Kramer and the crowd expected a Clarke-Kramer battle. Lawson, however, has not ridden for naught against the craftiest men in the world, and he jumped and came alongside of Kramer, pocketing little Clarke.

Things assumed a different aspect immediately. Clarke was as good as out of it then, for unless Lawson swung up and let him go between, which, of course, he wouldn't do, the only thing for the Australian to do was to back out and come around both Lawson and Kramer. The bicycle rider who can do that with one lap to go has not yet been born. Lawson made his bid on the first turn, but Kramer was ready for him and the Salt Lake flier could never get beyond his handle bars. Lawson began to slacken before the last turn and here is where Kramer showed his headwork. Instead of flying for the tape in a do-or-die sprint he slowed also when he saw Lawson was licked. By doing that he kept Clarke penned in so that the Australian never had a run for his money. Had Kramer gone ahead and dropped Lawson, Clarke might have come up and outsprinted the East Orangeman. Foxy Kramer!

That heat was eminently satisfactory. Not so the second. By his victory Kramer earned the right to the pole start, with Kramer second and Lawson on the outside. Again was there some little jockeying and for the second time Lawson went out. Clarke wanted his wheel and he got it and by considerable butting kept Kramer off. For a lap or so it was a fight between Kramer and Clarke for Lawson's wheel and in one of his encounters with the Australian Kramer rubbed tires and fell.

This necessitated a restart and there was more jockeying until the fourth lap. The trio was moving slowly when all of a sudden the Swede let loose a mighty jump and ducked down between his two adversaries and the pole so quickly that they did not know what was happening. Kramer immediately held up his hand in protest and Lawson went on and finished a lap in ad-

vance. Instead of stopping, as he should have done if he meant to protest, Kramer decided to go on and have a race with Clarke. The Australian tried his mightiest to pass, but Kramer proved too strong.

Just why he should have done so is not apparent, but Referee Kelsey was noticed in consultation with some of the other officials, following which an announcement told the crowd that Lawson had been disqualified and the match awarded to Kramer. Was the crowd mad? Who wouldn't be just a little peevish after standing in line two hours to see a match race that wasn't. Lawson only did what is done in practically every match race held in Europe where rules are enforced somewhat better than in America. The rules for open racing do not apply to match racing any more than rules for aeroplane competition apply to cricket.

Many spectators left the track after the match race, but in so doing they missed some good racing in the two miles professional scratch. Kramer became frightened after riding a few laps, saying the field was too big for safety. Clarke won the race by a well-timed sprint, and Fogler got second. Root was third. Lawson's ride was one of the features. The Salt Lake City man was relying upon Ernest Pye, who has been doing his donkey work in Salt Lake City, to turn the trick for him here, but Pye had not worked off his travel legs and was lost when the final sprint began. Lawson consequently had to go alone and he sprinted from nowhere into fourth money.

Percy Lawrence made his formal debut as a professional, but figured merely as an "also ran." It may have been that Lawrence was affected by stage fright for on form there were men who got into the money whom he should have beaten without very great trouble.

Another great race was the five miles amateur scratch with lap prizes, most of which were gathered into the purse of one William Morton. In the last lap Ernest Jokus showed the speed of a champion and defeated Jacob Magin, his club mate, at the tape. The summaries:

One mile novice—Won by Walter Lacey, Newark; second, R. L. Guttridge, Plainfield. Time, 2:29½.

One mile three-cornered match, professional—First heat, won by Frank L. Kramer, East Orange, N. J.; second, A. J. Clarke, Australia; third, Iver Lawson, Salt Lake City. Time, 4:17½. Second heat and match won by Kramer; second, Clarke. Time, 4:15½. Lawson finished first, but was disqualified.

One mile handicap, professional—Won by Fred G. West, San Francisco (90); second, Alfred Halstead, Sacramento (90); third, Walter De Mara, San Francisco (75); fourth, Peter Drobach, Boston (90); fifth, Fred W. Jones, Passaic (150); sixth, Charles H. Stein, Brooklyn (115). Time, 1:51½.

One mile handicap, amateur—Won by Frank Blatz, Jersey City (115); second,

Chester A. Smith, Baldwins, N. Y. (110); third, William Pettit, Rockville Center, N. Y. (130). Time, 2:06½.

One mile invitation, professional—Won by Fred Hill, Boston; second, Edward Rupprecht, Newark; third, Patrick Hehir, Australia; fourth, W. L. Mitten, Davenport, Ia. Time, 2:15½.

Five miles scratch, amateur—Won by Ernest Jokus, N. T. V. W.; second, Jacob Magin, N. T. V. W.; third, William Vanden Dries, N. Y. A. C.; fourth, E. J. Hollister, Salt Lake City. Time, 15:28½. Lap prize winner—William Morton, N. T. V. W.

Two miles scratch, professional—Won by A. J. Clarke, Australia; second, Joe Fogler, Brooklyn; third, E. F. Root, Boston; fourth, Iver Lawson, Salt Lake City. Time, 4:00½.

Anderson Wins C. R. C. A. Handicap.

Instead of the 20 miles handicap road race which was to have been held at Valley Stream, N. Y., last Sunday, 19th inst., the Century Road Club Association substituted a 10 miles open handicap giving the same prizes that were donated for the original race. The reason the distance of the race was cut in half was because a suitable course could not be found.

Victor Anderson, a member of the promoting organization, who had been allotted a handicap of 2 minutes 30 seconds, proved the winner, though not without a struggle, for Henry Murphy, Empire City Wheelmen, who had started from the same mark, finished second, only a length separating the two riders. A. Alworth, of Rockaway, with 3 minutes handicap, was two lengths behind in third place.

J. B. Hawkins, the crack Association sprinter, won the time prize from scratch, covering the distance in 25 minutes 11½ seconds, which, however, is not a record as was announced. The record for 10 miles on the road is 23:53, held by Archie Raelings, of Tampa, Fla. Stanley Carmen and F. Becht, both members of the Empire City Wheelmen, also started from scratch. Carmen gave Hawkins plenty of work as he finished only a length behind in the final sprint. Becht, however, did not show sufficient class as a sprinter, though he was strong enough in the pace.

The following is the order of position and time for the first 15 riders that finished:

1 V. Anderson, C.R.C.A.....	2:30	25:27½
2 H. Murphy, E.C.W.....	2:30	25:27½
3 A. Alworth, Rockaway....	3:00	25:57½
4 A. Schwalbach, Brooklyn .	3:00	25:58
5 S. Winnis, Brooklyn	3:00	25:59
6 C. Henry, N. Y. City.....	3:00	25:59½
7 W. Rhodes, E.C.W.....	3:30	27:26
8 F. Kennedy, C.R.C.A.....	3:00	27:15
9 G. O'Brien, C.R.C.A.....	3:00	27:23
10 F. Mehrman, E.C.W.....	2:30	26:53½
11 G. Bowkey, Inwood	3:00	27:25
12 E. Hipwell, Brooklyn.....	3:00	27:57
13 J. B. Hawkins, C.R.C.A....	Scr.	25:11½
14 S. Carman, E.C.W.....	Scr.	25:11½
15 F. Becht, E.C.W.....	Scr.	25:18

Time Prize Winners.

1 J. B. Hawkins, C.R.C.A....	Scr.	25:11½
2 S. Carman, E.C.W.....	Scr.	25:11½
3 F. Becht, E.C.W.....	Scr.	25:18

PURSUIT RACE OF FORTY MILES

Bay City Team Wins Long and Fast Grind at San Francisco—Fainting Men Among Victors and Vanquished.

San Francisco, Sept. 7.—In the longest and most remarkable unlimited pursuit race of which there is record, the team of the Bay City Wheelmen wrested victory from the team representing the New Century Club at the San Francisco Park Stadium track, Sunday last, September 5. The race was held under the auspices of the California Associated Cyclers and was not decided until 39 miles and 500 yards had been covered in the exceedingly fast time of 1:40:22½. It was a race to be remembered. When it concluded two of the contestants fainted.

Five clubs had teams entered for the contest, the Golden City Wheelmen, the Berkeley Cycle Club, the Garden City Wheelmen, the New Century Club, and the Bay City Wheelmen. The Golden City team, which won the last race of this kind, was the first to retire. On the second mile the Golden City riders were "tagged" by the New Century team. The Berkeley team was the second to fall by the wayside, although, when he saw that his team mates had no chance in the race, Ben Hartwell, the crack rider of the club, "lit out" and put up a single handed fight for four miles. He was finally overtaken on the seventh mile by the Bay City trio. The third team to be retired was that of the Garden City Wheelmen, of San Jose. After losing P. Castro, their team mate, C. Schowalter and W. Bryant, of the Garden City Wheelmen, proved their mettle by keeping up the battle until the 35th mile, when they were caught and passed by the winners, the wearers of the Maltese cross.

With only the New Century and Bay City teams remaining, the race resolved itself into one of physical endurance. Both teams had maintained their relative positions and the finish seemed a long way off until finally the wearers of the cross gradually began to wear down their opponents. Inch by inch they crept up while the large crowd went almost frantic with excitement, and when the trio of Bay City riders sprinted and closed the gap which separated them from the New Century team and the great contest came to an end in the 40th mile, there ensued a tremendous uproar. The spectacular finish was accentuated when F. Diver, of the winning team, and William Petry, of the New Century trio, fell from their bicycles to the ground in a faint. The Bay City team was composed of Fred Diver, Paul Quevillon and Tom Burns, while A. Sangalli, C. Laye and William Petry represented the New Centurys in the battle royal.

The winners were given a tremendous ovation by the crowd and were carried off

the track on the shoulders of their club mates. Before their departure, however, C. F. Clancy, donor of the handsome loving cup awarded as a trophy to the victors, presented the cup to the Bay City trio.

Stauder a Three Times Winner.

Already having a firm grip on the pair of medals offered by S. S. Siffing, an enthusiastic club member, for the rider scoring the most points in club races this season, Edward Stauder, the Rochester (N. Y.) "find," took a fresh hold on the trophies on Sunday last, 12th inst., by winning two of the three events held by the Rochester Motorcycle Club at the half mile track on the Latta road near that city. Stauder made his first killing in the five miles doubles, which he won handily in 8:24½, E. Fournaise, and E. Van Kierk following him in that order. The five miles free-for-all was the feature of the affair and produced good going all the way. Ollison (Thor), the limit man, was given over half a mile on Stauder, who rode a twin Indian from scratch, but Stauder rapidly mowed down the field and won by a good margin in 7:41½, fast time for the track. C. B. Forsyth finished second and Fournaise was third. L. Baker captured the five miles for singles, which was noteworthy in that the time was identical with that made in the twin class, 8:24½. The summaries:

Five miles, single cylinders—Won by L. Baker; second, E. Van Kierk; third, E. Stauder; fourth, C. Ollison. Time, 8:24½.

Five miles, twin cylinders—Won by E. Stauder, Indian; second, E. Fournaise; third, E. Van Kierk. Time, 8:24½.

Five miles, free-for-all—Won by E. Stauder, Indian; second, C. B. Forsyth; third, E. Fournaise; fourth, F. Thomas. Time, 7:41½.

One Each for O'Brien and Anderson.

Preceding the open road race at Valley Stream, N. Y., last Sunday, 19th inst., the Eastern Division, Century Road Club Association, held its two and five miles championship races, which unlike other championships were handicap races. In the two miles race, S. O'Brien, with a lead of 30 seconds, won by a length from G. Polascey from the same mark. Victor Anderson scored in the five miles event, Polascey again proving the runner up. The summaries:

Two miles handicap—Won by S. O'Brien (0:30); second, G. Polascey (0:30); third, Victor Anderson (0:10); fourth, Sylvain Segal (0:10). Time, 5:36.

Five miles handicap—Won by Victor Anderson (0:20); second, G. Polascey (1:00); third, S. O'Brien (1:00); fourth, J. B. Hawkins (scratch). Time, 13:36.

Kemper Wins a Motorcycle Race.

Before 10,000 spectators, Roy Kemper (Excelsior), won the five miles race at the Fulton County Fair, Lewiston, Ill., on September 10. The time was 7:33. Archie Stansbury (Harley-Davidson), was second, and Cyril King (Excelsior) third.

REGIMENT OF CYCLISTS RIDES

Nearly 400 Participate in the Rye Beach
Pleasure Run—Card of Interesting
Events Diversifies the Outing.

If ever there was an object lesson, and one that conclusively proves that interest in the pleasure side of cycling is very much alive in the metropolitan district, the Rye Beach pleasure run conducted by the Century Road Club of America last Sunday, 12th inst., certainly is entitled to that distinction.

When nearly 400 riders gathered at Columbus Circle last Sunday morning and later when they proceeded up Eighth avenue by twos, people stopped on the street and marveled, for not in many, many years had such a gathering of bicycle riders been seen in this village. Those of the sit-by-the-fire type who happened to see the turnout certainly had food for thought.

When George Hausenbauer and Herman Geiler some months ago began the preliminary work for the outing and said that they intended to get out 500 riders, the anvil chorus immediately began work. There is nothing in the world that could bring that many riders out, they said. Why, if 200 riders appeared the Century Road Club of America might congratulate itself. Since Sunday the anvil chorus has disbanded.

Taken all in all it was a very great affair, was the Rye Beach pleasure trip. After the lineup at Columbus Circle the riders proceeded in divisions. The pacemakers for the first division were Charles R. Portenbach, Henry J. Boltz, Ralph G. Westervelt and John Bailie. Those for the second division were Charles Hausenbauer, Emil Leuly, L. C. Smith and E. L. Groff. The third division was led by J. W. Hedden, John De Bruyn, Emile Frayssee and Julius Schmidt, and the fourth division by William L. Russell, Alfred H. Seeley, Arthur O'Leary and Charles Bahr. In addition there was a ladies' division, the pace makettes being Mrs. Samuel L. Morrison, Mrs. Jane Yatman Ruch, Mrs. Frank MacMilland and Mrs. Margaret G. Kopsky.

The pacemakers of each division wore sashes of green, white, purple, blue, red and gold, Chairman Hausenbauer, Secretary Geiler and Referee Mommer being distinguished from the others by extra large blue and gold sashes. To each division was attached a courier whose duty it was to make necessary repairs en route. Each division also carried a bugler.

The lineup was a most impressive one and doubtless there are many who heretofore did not know there were so many clubs in the New York district who are interested in cycling. Forty-one organizations were represented, as follows:

Empire City W., Akron W., American C. C., Wanderers C. C., Arlington W., Union Sportiva Italiano, S. K. Wheelmen, Cen-

tury Road Club Association, Irish-American A. C., Grove A. C., Travelers C. C., Superior W., Boys' Club, Yorkville, C. C., E. D. Turnverein W., Columbia Road Club, Eagle Wheel Club, Amsterdam W., 71st Regiment A. A., Courier C. C., Morris Park C. C., Arrow C. C., National A. C., Mott Haven A. C., Early Star W., Jefferson C. C., Tiger W., Tompkinsville C. C., Harlem Star W., Roy W., Royal Arcanum W., Hudson A. A., Iona C. C., Cypress W., Edgecombe W., Hicksville A. C., Ranger W., International C. A., Hawthorne A. C., Praha B. C., and the Century Road Club of America.

One of the surprising features of the run was the showing made by the comparatively new Courier Cycle Club. Not only did this organization win the Pope Mfg. Co.'s cup for the neatest uniform appearance, but it also won the cup offered by the Miami Cycle & Mfg. Co. to the organization with the largest number of riders. The cup for the out-of-town club with the largest number of riders went to the Columbia Road Club of Jersey City.

Arriving at Rye Beach, where dinner was served the crowd amused itself in various ways. There were boating, fishing and bathing, besides other amusements of the resort, while the committee in charge of the affair had arranged several special events.

As there were more than 40 entrants in the slow race it was divided into two heats and a final with three riders to qualify in each preliminary heat. James J. Dragner, of the Wanderers' Cycling Club proved that he can beat any tortoise in Bronx Park. Dragner required 7 minutes 30 seconds to cover the one-eighth mile. E. Smith finished second and G. D. Taylor was third.

One of the most interesting of the special events was the coasting contest, which also had more than 40 entrants. George Portlan, an unattached rider, succeeded in going the greatest distance without having his feet on the pedals. He won the contest by coasting three-quarters of a mile. J. M. Talman was second, and F. Memzer, of the Arlington Wheelmen, finished third.

For the speed men a three miles handicap was on the program and it proved a very lively affair, with the handicap limit at one minute. The honor markers were a classy lot, and an unusually large division, consisting of Jerome Steinert, Roy W., Joseph Orlando, Harrold Missimer and T. J. Murphy, Empire City W., and Jesse R. Pike, Joe Noe, Louis Smith and Edward Wilk, C. R. C. of A. Despite the fact that he only recently has recovered from a broken collar bone and that he has been off a bicycle for six weeks, Steinert rode a splendid race. Not only did he win the time prize, but he finished in second place, being defeated by a narrow margin only by John De Bruyn, of the same club, who had an allowance of 15 seconds. Jesse R. Pike, of the promoting organization, finished third, and also won second time prize. The time was 7:21½.

ANDERSON GETS MORE TROPHIES

Also Distinguishes Himself as a Bolter of
Bananas at Elizabeth City Meet—Man-
gold Shares in Speed Honors.

J. Boyd Anderson, of Elizabeth City, N. C., who a few months since wrote a letter in which he stated that he had been a professional bicycle rider, but who since has continued unchallenged to ride as an amateur motorcyclist, added a few more trophies to his collection and incidentally proved his ability as a banana eater at the race meet held by the Elizabeth City Motorcycle Club on Saturday, 11th inst., on the Albemarle Park half mile track.

Of the five events, the 15 miles handicap was the most interesting. Anderson (5 Indian) rode a furious race from scratch, and caught everyone save Mangold, of Washington, D. C. (4 Indian), who had a two minute handicap, and with another mile to go he probably would have passed the Capitolian. Mangold also won the five miles free-for-all, and ran second to Anderson in the mile speed trials, in which the native rider negotiated two laps of the dusty track in 1:20. Anderson proved his banana eating capacity in the two miles obstacle race in which the contestants were required to dismount on the first lap and drink a bottle of "pop," and on the second to similarly stop and choke themselves each with a banana. The last mile was ridden without a stop. The remaining event, an unlimited pursuit, went to Chic Thomas, of Baltimore (3½ Indian), who wore down the others in 4½ miles, ridden in 6:08. The summaries:

Five miles free-for-all—Won by Ed. Mangold, Indian; second, Chic Thomas, Indian; third, D. M. Cheatham, Indian. Time, 8:18½.

Two miles obstacle race—Won by J. Boyd Anderson, Indian; second, Ed. Mangold, Indian; third, D. M. Cheatham, Indian. Time, 4:32.

One mile time trials—J. Boyd Anderson, 1:20; Ed. Mangold, 1:28.

Fifteen miles handicap—Won by Ed. Mangold; second, J. Boyd Anderson; third, Chic Thomas. Time, 19:26.

Unlimited pursuit race—Won by Chic Thomas. Distance 4½ miles. Time, 6:08.

Dayton Cards a Two Days Meet.

When it comes to negotiating half mile dirt tracks, the Dayton (O.) Motorcycle Club prides itself that it numbers among its ranks some of the premier performers in the country in that line, and is carrying a chip on its shoulder which it hopes some courageous outsiders will brush off. To that end and though it already has held two race meets, the club has carded a two days meet on October 9-10, on a half mile track and again desires all comers to call and try conclusions with the local talent.

BUTLER WINS TWO BIG RACES

In Each of Them the American Defeats
Some of Europe's Best Riders—"Major"
Taylor Again Winning.

Quite appropriately might the title, "the grand old man of cycling" be applied to Nat H. Butler, the veteran American pace-follower, who has been defeating the fastest riders in the world with such regularity that it almost is a weekly occurrence. In all the years he has been riding Butler never has ridden better or shown such consistent form than this season. His European season abroad has been one round of triumphs and American lovers of the sport feel proud of Butler.

His latest victory was an important one, occurring at Cologne, Germany, on September 5th, when he won the annual Golden Wheel of the Rhine. The race is run in three heats of one-half hour each and the aspirants for this year's honors were, besides Butler, Ryser, who last year won the world's championship; Arthur Vanderstuyft, the champion of Belgium; and Zeissler, a new comer from Germany.

Butler won the first heat easily, covering in the allotted 30 minutes 33 kilometers 120, with Zeissler more than a mile behind. Vanderstuyft was third and Ryser last. In the next heat Butler again finished in front and bettered his distance, finishing 34 kilometers 240 before the gun fired. Ryser defeated Zeissler for second position. Butler doubtless would have won the third heat had not the race been called off at 16 kilometers because of darkness. Ryser was leading the American by less than 100 yards at the time, with Butler coming up very fast. The officials were afraid of an accident and ordered the race stopped. It did not alter the result, however, as Butler won with 4 points, while Ryser had 7 points. Zeissler was third with 8 points and Venderstuyft last; his pointage was 11.

One of the greatest races of the season took place at the Velodrome Parc des Princes, Paris, on August 29th, and it resulted in Butler showing a clean pair of heels to such well known cracks as Guignard, Walthour, Seres, Simar and Di Majo. The distance was 80 kilometers and Butler finished in 1:02:55½, two and one-quarter laps in front of Guignard, who in turn defeated Walthour by over four laps. Seres, Simar, and Di Majo were, respectively, fourth, fifth and sixth.

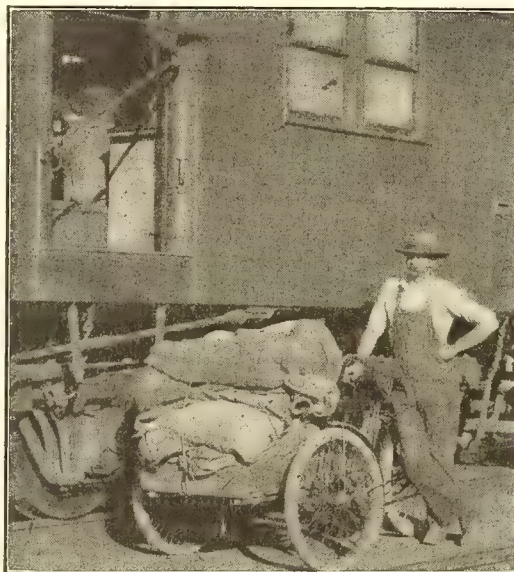
The previous Sunday Butler also won an hour race at Roubaix. He defeated Darra-gon and Parent in the order named and covered in the time 73 kilometers 760.

"Major" Taylor also is riding well again after several defeats. His most recent victory consisted in winning the Grand Prix of Geneva in Switzerland September 5th. The race was run in trial and semi-final

heats, three riders—Taylor, Delage and Bader—qualifying for the final. Bader led for two laps and at 400 meters to go Delage jumped with Taylor on. In the last few yards the American negro unwound a pretty sprint and got home a length in front of Delage.

Motorcycle Supercedes Mail Wagon.

What might be termed "retail" delivery of letters and mail matter by motorcycle is now quite common, through the enterprise of many rural free delivery carriers in adopting motorcycles for covering their routes, but the "wholesale" carrying of the mail for a whole community by the motorcycle method is a distinct innovation in postal practice and one which no doubt will at-



tract considerable attention from those whose business it is to study the most advanced systems of mail transportation. Red Bluff, Cal., is the place in which the method is in vogue and the means employed is the tri-car shown in the accompanying illustration. The machine is a 2¼ horsepower Indian, which is operated between the post office and the railway station by W. L. Ramer, the local cycle agent and Indian representative, who some time ago received the contract for carrying the United States mail between the two points. As the vehicles which carry United States mail have the right of way on the public highways and cannot be willfully impeded or stopped, Ramer is able to make his trips at a pace which would not only be a delight to all speed-mad motorcyclists, but which takes only a fraction of the time required previous to the motorcycle's use, as he is exempt from arrest for speeding or other violations of the traffic laws while thus engaged.

Same Order of Finish in Two Events.

Three motorcycle races furnished variety to the program of automobile events contested at the Minnesota State Fair grounds in St. Paul on September 11, and oddly enough, the order of finish in two events was exactly the same. F. S. Haas (Indian), J. M. Michaelson (Minneapolis), and C. S. Horn (Thor), finished in the order named

in both the five miles race for single cylinder machines and in the event for twins at the same distance. The times was announced as 6:04 in the former, and 5:29 in the latter event. Fred Linquist (Indian) won the remaining race, a ten miles free-for-all, in which R. S. Porter (Thor), finished second, in 11:33.

Pursues Truants on a Motorcycle.

"Playing hookey" from school is no longer to be the unalloyed pleasure for the youngsters of Milwaukee, Wis., that it once was, because soon the truants will be struck with terror in their stolen hours every time they hear the popping of the exhaust of a passing motorcycle. When they hear the sound there will be a scurrying for cover and escape, for who knows but what it may be Chief Truancy Officer H. R. Pestalozzi mounted on the new motorcycle which the school board committee on finance has scheduled to buy for him, that he may scout about the city in the performance of his duty of catching the runaways. Street cars and buggies once were sufficient for him to find the swimming holes, fishing spots and robbers' caves which lure the young idea, but as the city has grown the school board finds that "the duties of the chief truancy officer have so increased that a more rapid method of locomotion is necessary."

Rovere Wins a Bicycle Marathon

Thirty riders essayed a bicycle marathon at the games of the Pius X Church, held on the five laps flat track at Jamaica, N. Y., Sunday afternoon last, 19th inst. Despite numerous falls the major portion of the field finished, Umberto Rovere, a waiter, finishing first. Rovere also won the five miles handicap which preceded the long grind. The summaries:

Five miles handicap—Won by Umberto Rovere (30); second, R. Booker (25); third, M. Celere (125). Time, 15:02.

Marathon, 2½ miles 385 yards—Won by Umberto Rovere; second, Ettore Bovero; third, L. Giolito. Time, 1:25:45

Hurled 40 Feet and Escapes Unhurt.

Three thousand spectators were given an additional thrill at the Butler County Fair grounds at Hamilton, O., on September 11, when Harry Jones, a motorcyclist, collided with an automobile which was being driven over the course for a trial spin prior to the races. Jones was hurled 40 feet, but amazed the crowd by picking himself up and walking away uninjured. His machine was wrecked. A ten miles race for motorcycles was carded as a curtain raiser to the automobile contests. It was won by J. Schaub (Indian), in 15:29½, with F. Burgoos (Merkel), second, and D. Baker (Indian), third.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages Chockful of useful advice and suggestions. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

MOTORCYCLING THROUGH EUROPE

Experiences of Two Americans Among Landmarks and Landscapes Abroad— Fine Roads Found.

W. C. Chadeayne, of Buffalo, N. Y., and Dr. A. M. Webster, of Lorain, Ohio, who went abroad nearly three months ago for a long loaf on motorcycles, and who since have been "lost to the world," or this half of it, at any rate, finally have been "sighted." Chadeayne accounts for himself and his companion and tells of their wanderings in the following letter:

"After landing at Manchester, England, where we spent two days, we finally got started about 8.30 in the evening of the second day. It had been raining all day and it stopped just long enough for us to get well out of town. Fortunately we had provided ourselves with the customary waterproof motorists' suits, so when later it did pour we were prepared for it. The roads were fine in spite of the rain and we covered about 14 or 15 miles before stopping at an interesting little inn located in one of the small towns.

"We were awakened at 4 a. m. to find it pouring again. Nevertheless we started, after eating a little lunch with which we had provided ourselves the night before. We plowed through mud and rain for hours, the only compensation being the scenery, which was grand. Upon coming to the famous Cat and Fiddle hill we climbed for seven straight miles through rain and mud, and sometimes above the clouds. It was a severe test for the motors, but we did not walk at any stage. Outside of the fact that Doc had a spill—a bad one, too—we had no trouble. At Buxton, a famous watering place, we took breakfast, and from here we headed for London, the rain being intermittent. To Matlock, Derby and Leicester we made better time than before. At Leicester Dr. Webster stayed over Sunday with friends, while I came on through Coventry, where several motorcycle factories are located. Unfortunately these were closed for three days on account of bank holiday, so I could not go through them as I had planned.

"After visiting Kenilworth and Warwick castle and the home of Shakespeare, I stopped for the night at Oxford, the universities proving very interesting. Next day I arrived in London, where later Doc joined me and we put in a solid week of sight-seeing, the motorcycles permitting us to cover a great deal of ground. In and about London we visited all the principal places of interest, even going to Hampton Court, 12 miles away, Windsor Castle, 28 miles away and the famous Brooklands motor track, 19 miles out.

"From London we went to Southampton, where we booked passage for France, but not before we had explored well the old

walled town. Our motors were both in prime condition and the only thing that detracted from our pleasure was the amount of red tape every time we shipped, and the tipping, which is necessary and which I find is worked systematically.

"After leaving the boat at Havre, we practically followed the River Seine to Paris, stopping at Rouen, La Goulet and Versailles, and, of course, seeing the palaces, chateaus and cathedrals along the way. The roads were fine and straight as an arrow, and we certainly made up for lost time. Our greatest difficulty was in getting people to understand our French. Since then, however, we have acquired

enough to get along without an interpreter. In Paris we spent a week, our motors enabling us to cover a great deal more ground than the regular tourists.

"Rheims, near which the great aerial meet was held, was our next stopping point. Here we were entertained by both the American and the English consul in truly royal style. Stayed with Curtiss, too, and was with him when he made the 10 kilometers record. It was mighty interesting and I don't consider the four days spent there as wasted.

"We are now in Switzerland and have had the hardest kind of a time getting here through the rain and mud for three days. The roads are fine and hard, but dry weather followed by wet gives them a very slimy surface and we are continually slipping and sliding around. Spills are frequent and I have purchased a 14-inch wrench just to keep our pedal cranks straightened out. The machines are running in great shape and we both seem to have plenty of power, although we are now in the heart of the Alps. The grades are very steep. In some places they seem to lean over backwards, and are in many instances from 3 to 25 miles long.

"To-day we covered about 30 miles, and 40 the day before. I know it is a poor record—but not when one understands the conditions. It reminds me of my trip across the United States, over the Rockies and the Sierras. I have had plenty of punctures, but practically no motor trouble. At Oxford, England, I replaced a broken trembler spring; replaced my storage battery with one of English make at London; and at Paris replaced my Shamrock belt with a Wata-Wata, also English. While waiting for the belt I put new gaskets in the engine. This, with a few minor adjustments, is a complete record of my motor troubles.

"I have seen a lot of the world, but the scenery here in the Alps is the best ever. Dr. Webster and I have stopped frequently in pouring rain to admire it. We have planned a trip through Switzerland to Italy, returning through Switzerland by a different route and following the Rhine through Germany to Holland and Belgium. From there we will go to the northern part of England, and after touring southern Scotland and a part of Ireland will return to Liverpool and take ship for Boston, from which latter city I may ride my Greyhound home."

Organized for Protective Purposes.

The Motorcyclists' Protective Association is the title of an organization which has been formed in Los Angeles, Cal., with the following officers: T. S. Roberts, president; E. R. Swartout, secretary; W. L. Holcomb, treasurer; C. E. Holcomb, inspector, and Hester, Merrill & Craig, attorneys. Its objects are said to be the prevention of ordinances unfavorable to motorcyclists, the creation of a friendly public spirit and the minimizing of the loss of machines by theft.

Why Huyck Was Slow in Heat Race.

What seemed to be indifferent riding on the part of Fred Huyck in the two miles heat race at the Springfield (Mass.) Stadium on Labor Day has been satisfactorily explained. It appears that he was riding one of the few 30.50 Indian twins, while all of the other contenders were mounted on regular 5 horsepower (38.60) Indians, and the power of the latter was so much greater that Huyck never could get his nose in front, which was so unusual that it appeared that he had not tried to win.

Coffman Heads New Club in Toledo.

With none other than A. B. Coffman as its president, the Toledo Motorcycle Club was organized in that Ohio city on Wednesday last. The other officials chosen were as follows: Vice-president, A. R. Oberwagner; secretary, F. J. Perkins; treasurer, C. W. Quetschke; captain, J. C. Miller.

Klages Organizing Long Island Club.

The Long Island Motorcycle Club has been organized in Long Island City, N. Y., with temporary officers. Its leading spirit is Arthur C. Klages.

TEST FOR SPEED TRAP ESTIMATES

Figures with Which to Meet the Country Constable's Charge—Simple Arithmetic for the Motorist.

Charges of exceeding the legal speed limit may be met by subjecting the allegations in the testimony to test by the accompanying table, prepared for that purpose by the Massachusetts Highway Commission. It will show at a glance whether the time alleged to have been taken for a measured distance of 100 feet, 1/8 mile or 1/4 mile, indicates a speed in excess of the existing legal limit. Aside from the possibility that the distance has not been measured with accuracy the arithmetic of the arresting officer is not invariably faultless. When he swears, for instance, that he timed the alleged offender at 23 seconds over a measured 1/8 mile, where the speed limit is 20 miles per hour, he prepares the way for the defendant to prove that the actual speed was within the limit, though very close to it. A study of the table will be found profitable on this account.

	100 Feet.	660 Feet.	1,320 Feet
	Miles per	(1/8 mile)	(1/4 mile)
Seconds.	Hour.	Miles per	Miles per
	Hour.	Hour.	Hour.
1	68.182	.....	.....
2	34.091	.....	.....
3	22.727	.....	.....
4	17.046	.....	.....
5	13.636	.....	.....
6	11.364	.....	.....
7	9.740	64.29	.....
8	8.523	56.25	.....
9	7.576	50.00	.....
10	6.818	45.00	.....
11	6.198	40.91	.....
12	5.682	37.50	.....
13	5.245	34.61	.....
14	4.870	32.14	64.28
15	4.545	30.00	60.00
16	4.261	28.12	56.25
17	4.011	26.47	52.95
18	3.788	25.00	50.00
19	3.589	23.68	47.37
20	3.409	22.50	45.00
21	3.247	21.43	42.86
22	3.099	20.45	40.91
23	2.964	19.57	39.12
24	2.841	18.75	37.50
25	2.727	18.00	36.00
26	2.622	17.31	34.61
27	2.525	16.67	33.33
28	2.435	16.07	32.14
29	2.351	15.52	31.03
30	2.273	15.00	30.00
31	2.199	14.52	29.03
32	2.131	14.06	28.13
33	2.066	13.64	27.27
34	2.005	13.24	26.47
35	1.948	12.86	25.71
36	1.894	12.50	25.00
37	1.843	12.16	24.33
38	1.794	11.84	23.68
39	1.748	11.54	23.07
40	1.705	11.25	22.51
41	1.663	10.98	21.95
42	1.623	10.71	21.42
43	1.586	10.47	20.94
44	1.550	10.23	20.46
45	1.515	10.00	20.00
46	1.482	9.78	19.56
47	1.451	9.57	19.15

48	.....	1.420	9.37	18.74
49	.....	1.391	9.18	18.36
50	.....	1.364	9.00	18.00
51	.....	1.337	8.82	17.65
52	.....	1.311	8.65	17.31
53	.....	1.287	8.49	16.99
54	.....	1.263	8.33	16.67
55	.....	1.240	8.18	16.37
56	.....	1.218	8.04	16.08
57	.....	1.196	7.89	15.79
58	.....	1.176	7.76	15.52
59	.....	1.156	7.63	15.26
60	.....	1.136	7.50	15.00

Mystery of the Missing Medals.

There are several persons who just now would not mind if Dr. A. Conan Doyle and his "Sherlock Holmes" or Jacques Futrelle and his "Thinking Machine" would solve "The Mystery of the Championship Medals."

There is one fact that stands out above all others. The championship medals have vanished. Dieges & Clust, the New York jewelers who made them, would like to know the whereabouts of the gold, silver and bronze discs. So would Richard F. Kelsey, chairman of the National Cycling Association's board of control, to whom the medals were to be delivered. Likewise would Lieutenant Summers, of the New York Central Office and a Newark detective, who are following every possible clue, but so far without success.

And this is the way it happened: On Labor day, Dieges & Clust sent several sets of championship medals to Newark where Chairman Kelsey received them. Altogether they were valued at about \$200. Kelsey deemed it wise not to deliver them to the winners that day, and left them on a desk in the manager's office when he departed for his home. Later he telephoned one of the track employes of the place to send them to him by messenger and he would pay the charges.

The Newark Velodrome employe saw five riders about to start for New York and asked one of them if he would deliver the package to Kelsey.

"Sure, I'll take it to him," the tallest one of the quintet is alleged to have said. "I know Mr. Kelsey well, and as I have to go to Fifteenth street, any way, it will not be much trouble to run further uptown."

Whereupon trusting Mr. N. Velodrome Employe handed over the package containing the championship medals and thought no more about it—that is, until Kelsey called up and wanted to know why the package had not been sent him.

"What?" shouted Mr. N. Velodrome Employe, as he saw mental visions of his "three per" attached for the next year and a half. "Didn't you get the medals?"

And that is the story in a nutshell. The medals are missing. The Velodrome employe is still waiting for a chance to identify the rider to whom he gave the medals. Lieutenant Summers and the Newark hawkshaw are tooth-combing New York for signs of either the rider or the medals.

And Kelsey is getting ready to stand the loss.

The famous observation might well be thus rephrased:

HITCH YOUR BUSINESS TO THE



For it certainly is

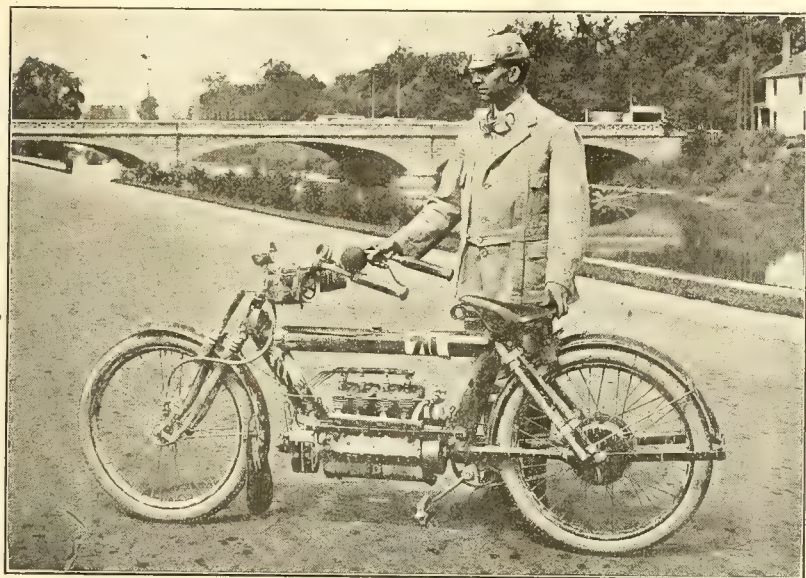
THE Business-Building Motorcycle

For it is easy to sell and once sold it stays sold. The lack of those "come-backs" which are the bane of the dealers' existence is one of the agreeable features of the Thor agencies.

If you are anxious to escape those profit-eating worries, hitch your business to the Thor Now's a good time to set about doing so. Drop us a line and we'll tell you how to do it.

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PIERCE Vibrationless



PERFECT SCORE F. A. M. Endurance Contest

The above photograph shows F. L. Hunt, a Pierce rider, who earned a perfect score after having covered the distance from Cleveland to Indianapolis without a single repair or adjustment.

We claim superiority and prove it by actual performance.

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MOTORCYCLES ON APPLICATION.

The Pierce Cycle Co.
BUFFALO, N. Y.

BRANCHES—Denver, Colo., Oakland, Cal., Atlanta, Ga.



It's the New Rubber In this Tire

that makes it so easy to repair, either by plugs or vulcanization—

And prolongs its life far beyond that of the ordinary tire.

And *this* makes new tire customers for you and keeps old customers loyal.

Only the finest grade of *new* Para rubber, as nearly pure as will vulcanize properly, is ever used in a Goodyear Pathfinder Single Tube Bicycle Tire.

Instead of using the best rubber obtainable, we could use cheaper grades. It would be easy to substitute rubber that costs one-third of what we pay, or we could use even "reclaimed" rubber from the junk pile.

But it wouldn't make a tire that lasts—and it wouldn't make a tire that can be repaired. It wouldn't make a **Goodyear Pathfinder**.

The fabric used in the Goodyear Pathfinder is a special, closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary

muslin used in others is only 40 to 60 pounds.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

There's a whole lot more money in selling a tire that lasts, and can be repaired, than the other kind. When a tire goes to pieces before it has given any service, it makes the customer *sore*, no matter how little he paid for it. He forgets that.

But 400 dealers—one to a town—in all parts of the country are making money and increasing business on the Goodyear Pathfinder Single Tube Tire.

That ought to mean something to *you*.

Write us if we are not represented in your town. Get our proposition.

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RECENT PATENTS.

918,726. Spark Plug. Franz Bartl, Far Rockaway, N. Y. Filed Aug. 12, 1907. Serial No. 388,101.

1. An indestructible spark plug for explosive engines comprising essentially two parts consisting of a metallic shell with contracted portion having an inner coating of refractory insulating material lastingly produced thereon and adapted to become malleable by excessive heat, and an inner metallic electrode with a head adapted to lodge in the contracted portion of the shell and having a coating of refractory insulating material on the outside, two sparking wires on in each part whose free ends are arranged closely together, and means for

securing the inner electrode tightly within the shell.

918,856. Bicycle Handle Bar. George H. Houck, Tonawanda, N. Y. Filed April 11, 1908. Serial No. 426,582.

1. A handle bar support comprising a tubular stem, the top end thereof forming a rearwardly extending resilient loop, that is provided with an ear having an opening in register with the stem, a hollow clamping bolt screwed into the upper part of the stem and extending through and above the ear of the loop and provided with a nut, a support comprising arms that are provided with gudgeons adapted to enter the resilient loop and to be clamped thereto, means for securing the arms together, and a clamp

formed by the opposite ends of the arms and adapted to grip the handle bar and prevent any movement thereof.

919,915. Tube. William F. Murphy, New York, N. Y., assignor to Caroline O. Prince, New York, N. Y. Filed June 12, 1908. Serial No. 438,047.

An inner tube for pneumatic tires constructed of an elastic material solely at that section nearest the rim of the wheel and constructed of rubber and woven partially elastic fabric combined homogeneously for the remaining portion and adapted to expand and contract laterally and longitudinally when inflated to completely fill under pressure the outer casing, substantially as shown and described.



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For twelve Neverleak Certificates we will send you a fine, solid brass, highly polished Business Sign, with hand engraved letters, filled in with black enamel. This elegant sign is 12 inches by 15 inches in size and is so attractive that it simply cannot be overlooked. It is a trade catcher and has a prosperous appearance which is decidedly impressive.

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but that place is not

On Good Bicycles

This is rudimentary logic, in other words, "every day horse sense."

WHEN YOU SEE

a cheap saddle on what is claimed to be a good bicycle, the moral is obvious; i.e.: some one is saving a few dimes or the bicycle is not what it is claimed to be.

There are no cheap Persons saddles. They are built to go with good bicycles—with high grade bicycles.

PERSONS MFG. COMPANY
WORCESTER, MASS.

71 Miles and 661 Yards in One Hour

At Springfield, on Labor Day, Fred Huyck, riding an Indian, equipped with a BOSCH MAGNETO, added no less than TWO MILES to the Hour Record, and established all new records from ten miles to seventy-one.

Bosch Magneto

ALWAYS A WINNER

No missing fire during this remarkable performance. Innumerable similar Bosch equipped records have brought the BOSCH MAGNETO into universal use. You can depend upon it for Quality, Reliability, Endurance and Power.

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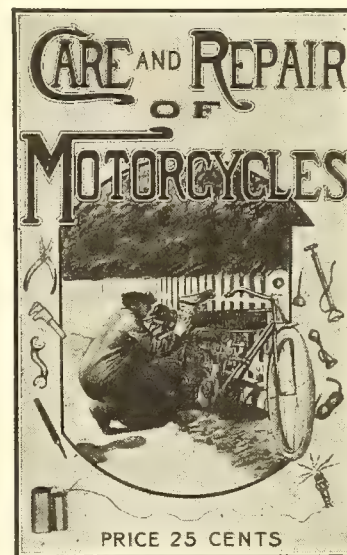
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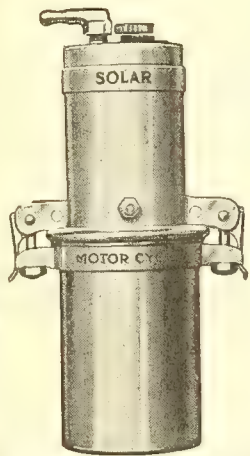
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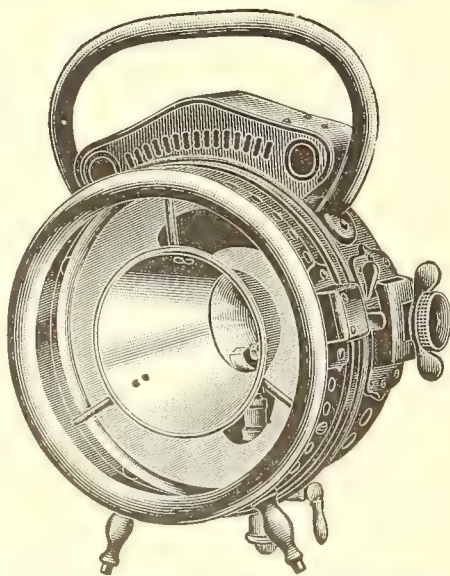
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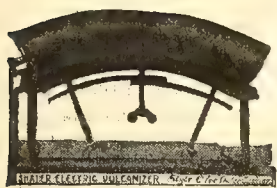
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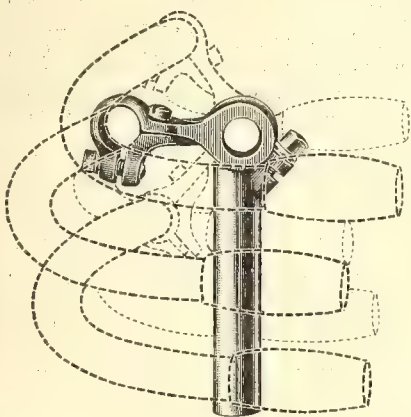
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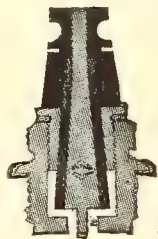
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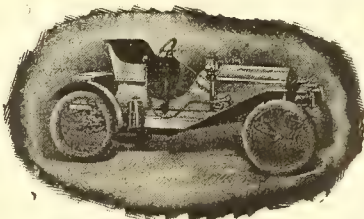
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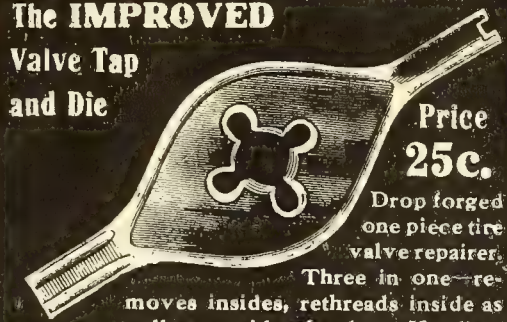
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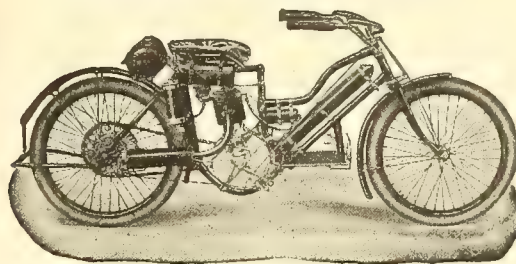
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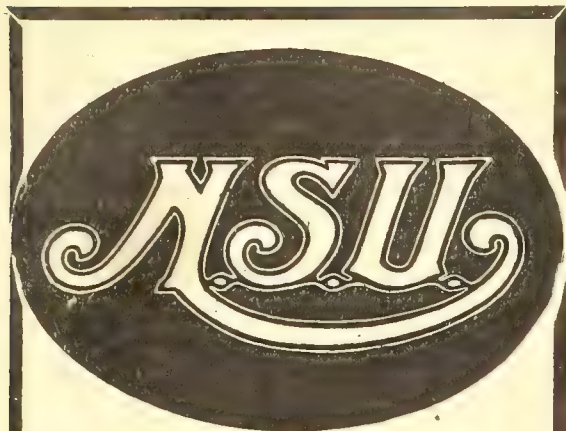
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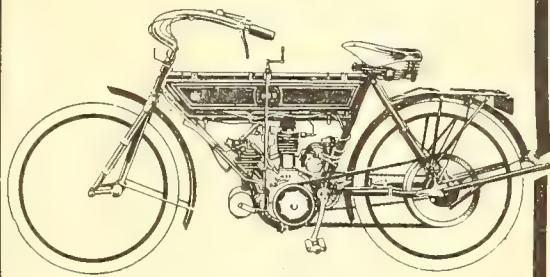
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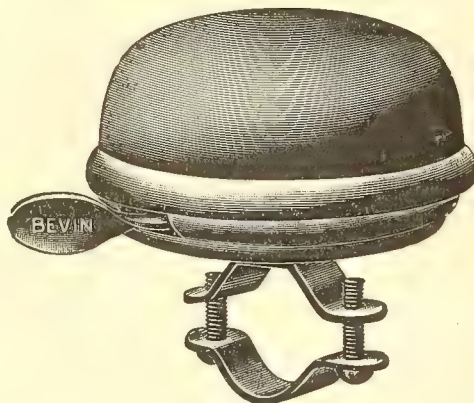
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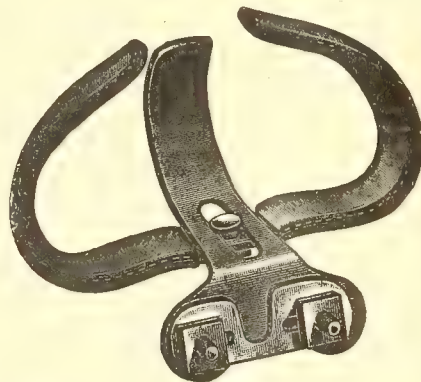
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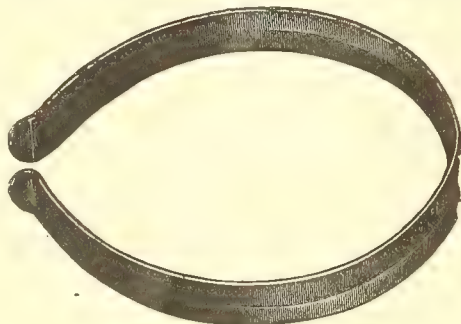
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